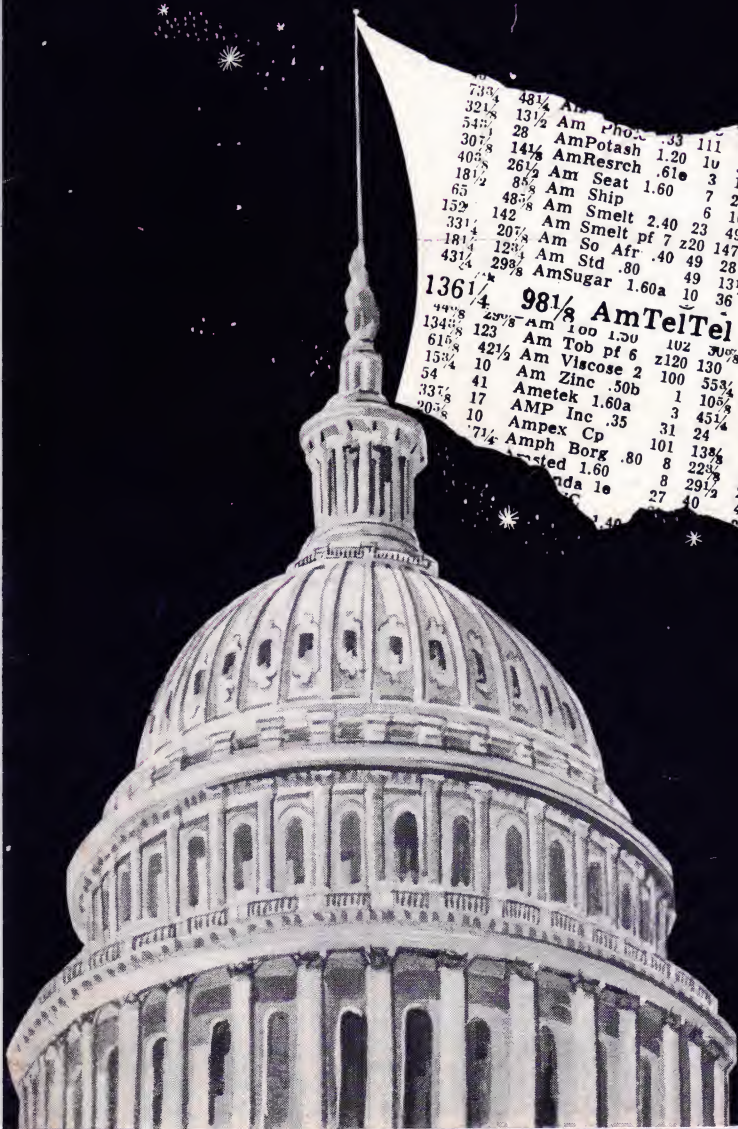
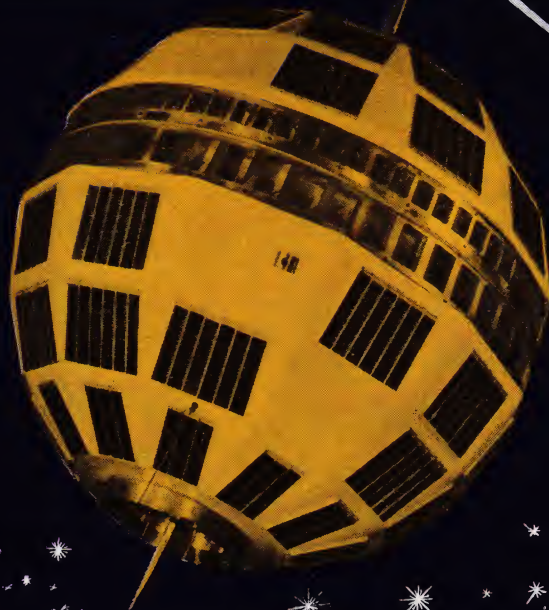


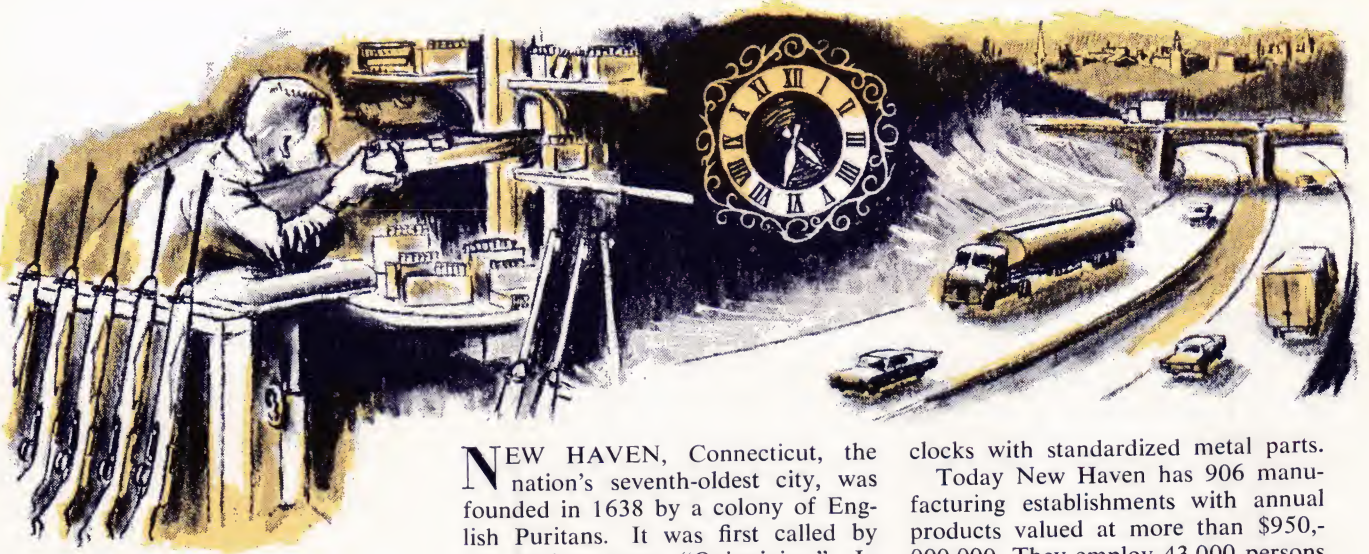
THE INTERNATIONAL  
*Teamster*  
DEDICATED TO SERVICE

**SEPTEMBER 1962**



## See Report on Space Give-away to A. T. & T.





## The Teamsters Salute NEW HAVEN



**N**EW HAVEN, Connecticut, the nation's seventh-oldest city, was founded in 1638 by a colony of English Puritans. It was first called by the Indian name "Quinnipiac." In 1640 the settlers changed the name to New Haven, after Newhaven, England, and in 1662 the Colony became a part of Connecticut.

The first "planned city" in America, New Haven was laid out in nine squares, with the center square designated as a common market place and grazing ground. The Common and Undivided Ground still dominates downtown New Haven.

New Haven was incorporated as a city in 1784, with Roger Sherman, a signer of the Declaration of Independence, as its first mayor. Then as now New Haven thrived on commerce. From its harbor, ships carried on extensive trade with the West Indies, Europe and the Orient. When the War of 1812 curtailed shipping, New Haven businessmen turned to manufacturing. They pioneered in research, new manufacturing techniques, and new products. This city's residents left their mark on history. Eli Whitney, although renowned for his invention of the cotton gin, revolutionized manufacturing by establishing a system of interchangeable parts; Charles Good-year discovered the method of vulcanizing rubber; Eli Whitney Blake invented the stone crusher; Chauncey Jerome was the first man to make

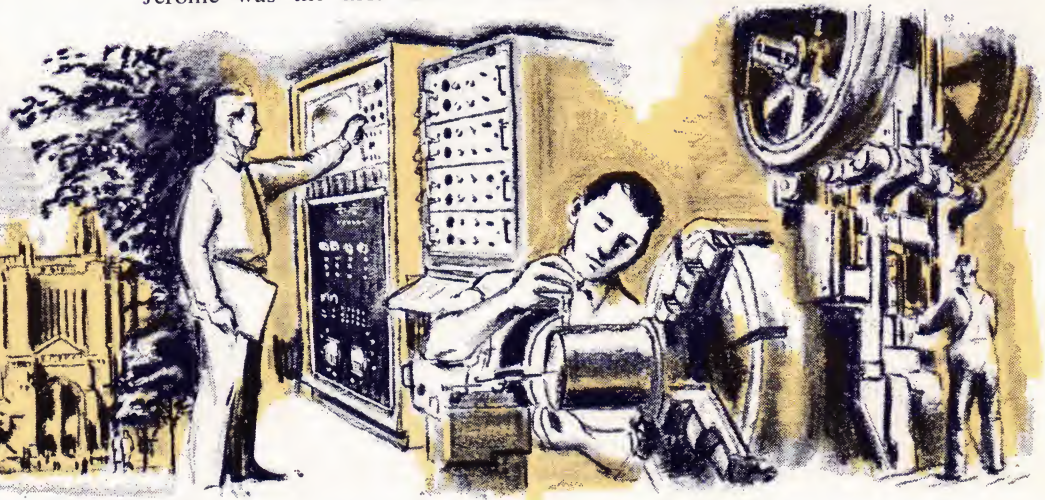
clocks with standardized metal parts.

Today New Haven has 906 manufacturing establishments with annual products valued at more than \$950,000,000. They employ 43,000 persons with an annual payroll of \$231,900,000. Chief products of New Haven are guns and ammunition, rubber products, locks and builders' hardware, razor blades, machinery and machine tools, wire and wire goods, precision instruments, soft goods, electronic equipment and toys.

New Haven is the home of Yale University, founded at Saybrook in 1701 and moved to New Haven in 1718, and four other colleges.

With 152,000 residents within the city and 650,000 within a 25-mile radius, New Haven is served by rail, sea, air and highway carriers. Because of its location at the gateway to New England and its role as a distribution center, New Haven is ringed with motor freight terminals.

A modern network of first-class state and federal highways helps promote the commerce of this vibrant city, including the Connecticut Turnpike and Interstate 91, now under construction. Providing the residents and businesses of this area with the fast express service they require are the 3,000 members of New Haven Teamsters Local 443 and the 15,000 members of Teamsters Joint Council 64, who join in this salute to "The City of Elms."





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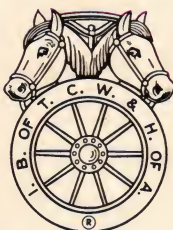
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September, 1962

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## On Page 22, a SPECIAL REPORT:

### *Nation Left to Guess After Kennedy Tax Talk*



The International Teamster has an average monthly circulation of 1,433,000 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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## America's Unsung Heroes

LABOR DAY, 1962, has come and gone, and it is a tragic commentary on American life that the story of this nation's working men and women goes untold in the American press.

It is a glorious and heroic story, for truly America's greatness is built upon the shoulders of the millions and millions of the country's citizenry who work with their hands for an hourly rate.

Yet, the occasional editorial or feature story which appeared in the press this year about Labor Day came from the pen of publishers looking for ways to slash labor costs and who the week before had been editorializing to put workers under the anti-trust laws.

Nevertheless, it cannot be denied that the heroes of America's industrial and social greatness are its working class of people:

—The old-timer, eyeing next year's retirement who can recall the bitter, early days of struggle with company goons and Pinkerton detectives.

—The rank-and-file member one sees at every union meeting but whose name escapes you. He is most quiet, but when he talks out it is with a purpose, and his untiring attention to his union is the backbone of trade unionism in this country.

—The dissenter—it seems he disagrees with most everything—but those who prevail against him become more certain of legitimate objectives, more clear on how to obtain those objectives.

—The shop steward—the Mr. Anthony of the shop—who listens to all the beefs, is probably the greatest American force for industrial peace, who shoulders abuse with a grain of salt as he serves the union in which he believes.

—Every man and woman who ever walked a picket line, for it is he and she who can rightfully boast about America's standard of living for they have pulled it up by its boot straps.

—The building tradesman who donates his skills on Saturday to a community project or the laborer who came to lift and pull and give all he has to civic progress.

—The organizers and the business agents who have taken the union message into unfriendly camps—more often than not with the risk of physical harm—so that



today 18 million men and women bargain collectively with their employers.

—The over-the-road driver, the pickup driver, the hostler, warehouseman, helper, washer, those who move the nation's freight in commerce and make our free enterprise system work, but who are called dangerous when they join together to command a respectable wage.

—Yes, the women at home who somehow through it all can even run a household when the only income is strike benefits.

That, at best, is only a token remembrance of America's heroes and heroines, but those we've mentioned serve as the example as do those who are not

mentioned because of space.

One thing stands out above all. They hold America's greatness on their shoulders and a future faced without them would be bleak indeed.

It's not a story you will find eulogized in the commercial press which can only report on those few instances in relation to the whole in which men must strike to obtain their objectives or where industrial strife prevails.

It is truly tragic that it is a story the press chooses not to tell America, because the smug, the wealthy, the detractors, and those who would destroy the organizations of the working men and women of the country need nothing so much as to be reminded that our greatness, security and comfort springs from those for whom we celebrated Labor Day, 1962.

*James R. Hoffa*



## STATE OF THE UNION

# Teamsters Take No Vacation From Organizing Non-Union Workers

As most of the nation sweltered through August heat and vacationers scurried for the beaches or mountain retreats, one fact stood out above all in the Teamsters Union.

There was no vacation from organizing the unorganized or bringing better wages, hours, and conditions to members. Neither was there a respite from listening to the requests for affiliation from members of other unions who expressed dissatisfaction with their current union.

Shortly before the IBT general executive board went into session for its quarterly meeting in Miami Beach, September 5th, a major breakthrough was scored in Brockton, Massachusetts, when Local 653 won a first contract for 50 warehousemen and drivers at the New England division of Howard Johnson restaurant chain.

Result: After 15 months of bargaining, a 61 per cent increase in wages for the company's lowest paid warehouse employees and other benefits (reported elsewhere in this issue).

In St. Louis, 600 employees of Mallicrodt Chemical Co. are in the process of abandoning independent unionism for the strength of the Teamsters.

On the West Coast, drivers, warehousemen, clerks and office employees, storekeepers and mail and baggage handlers of Southern Pacific Railroad are in the midst of a drive to switch their union affiliation to the International Brotherhood of Teamsters in California, Oregon, Arizona, Nevada, New Mexico, and El Paso, Texas. The activity among this group was in response to a request that the Teamsters take them in (See page 6.)

There were others, but the organizing drive causing the most furor in the nation's big business press was the scramble of Western Electric installers to bolt the Communications

Workers of America and seek affiliation in the Teamsters.

The headlines billed the move of the CWA members as a Teamster "raid," a "well-financed" drive by "Teamster Monarch Hoffa" on an AFL-CIO affiliate.

The press reports were in direct contrast to dispatches a year ago when a former Teamsters official in Cincinnati led a group of dairy employees out of the Teamsters. Then the headlines blared "liberation" at the exodus of 3,000 Teamsters, but the movement of 17,000 installers into the Teamsters was a "well-financed raid."

Involved are 17,000 Western Elec-

tric installers in 17 CWA local unions throughout the nation. One CWA local representing members in nine Southern States already has voted overwhelmingly to leave the CWA and join the Teamsters. This revolt against the CWA was in Atlanta, Georgia, where a Teamster charter has been issued. Issuance of more charters is imminent.

At organizational meetings in San Francisco, Nashville, Tennessee, and in St. Louis, organizers for the newly formed Teamster Communications Division were confronted with overflow crowds of installers seeking information about the IBT.





In other activities a "reverse" freedom rider, sent out of Montgomery, Ala., to Newark, N. J., by a so-called White Citizens Council, arrived broke and destitute. She was given hope for the future by Teamster Local 97 (see story elsewhere).

At Palisades Park, N. J., an overflow crowd of kids were on hand August 15th for the annual New Jersey Teamsters' Kiddies Day, guests of New Jersey Teamster members to a day of fun, rides and ice cream and candy and all the things which go for a big day in the life of a kid on summer vacation from school.

Staged by the Rank-and-File Committee from Teamster Joint Council No. 73, Kiddies Day is fast becoming one of the biggest events of the summer for New Jersey youngsters.

In Atlantic City, the wife of a high Teamster official was honored by the U.S. Coast Guard for an act of bravery last summer when she jumped from the boat in which she was riding in the Bay at Atlantic City to hold another woman afloat until help arrived.

Mrs. Raymond Cohen, wife of International Trustee and executive officer of Teamster Local 107 Ray Cohen, was awarded the Coast Guard Silver Lifesaving Medal. The presentation was made by Rear Admiral Richard M. Ross, commander of the Third Coast Guard District at a ceremony at the Atlantic City Coast Guard Station.

### Beirne Sued for Libel

An Arizona local official of the Communications Workers of America filed a \$150,000 libel suit in federal court last month against CWA President Joseph A. Beirne.

William R. Martin, Glendale, Arizona, vice president of CWA Local 8490, claimed that Beirne on June 19 sent a false letter to all Union locals charging that Martin had met with a Teamster Union official in Chicago in a "scheme to destroy the CWA." Martin charged that the letter was sent maliciously with intent to ridicule him and injure his good reputation as a loyal union officer.

He said he did not attend such a meeting.

## Ex-CWA Members Investigated Hoffa

The NBC Huntley-Brinkley Report went to Atlanta, Georgia, Aug. 6, 1962, for a report on the disaffiliation of Local 3290 of the Communication Workers from the CWA and the members' vote to seek a home in the Teamsters.

WSB-TV Reporter Ray Moore was seen on the TV screen giving this report:

"In Atlanta, the executive committee of Local 3290 voted to pull out of the Communications Workers Union and join the Teamsters. The committee represents the biggest local union in the CWA, about 24 Western Electric Telephone Installers in nine Southeastern states. That action came today after a count of ballots mailed in by about 60 per cent of the members. The workers favored the move by a margin of about 12 to one. Roy Jensen, president of the local, was asked whether the reputation of the Teamster boss Jimmy Hoffa had been considered."

Jensen was then seen on the screen as he was being interviewed:

"We certainly did. We feel he has a good reputation for getting contracts beneficial to the members he represents, and that's what we need."

Reporter: "Who made the first move? Did you go to the Teamsters, or did they come to you?"

Jensen: "We went to the Teamsters requesting help, and they came to our aid after we asked them."

## CWA Installers in Atlanta Get First Teamster Charter

Teamster Charter 1001 has been issued to former members of CWA Local 3290 in Atlanta, Georgia, following a secret ballot mail referendum vote in which the installers for Western Electric voted overwhelmingly to disaffiliate with the Communications Workers of America and seek Teamster membership.

The charter issuance followed a vote of 1331 to 114 to disaffiliate with the CWA, 1216 to 195 to affiliate with the International Brotherhood of Teamsters. Local 3290 of the CWA represented more than 2000 installers in nine Southern States. They are currently revoking their dues checkoff authorizations to the CWA.

Throughout the country installers are expressing disgust with the representation they get from the CWA. Throughout the 17 local unions and 17,000 members runs a strong desire to affiliate with the International Brotherhood of Teamsters. When asked why they want the Teamsters, the almost unanimous reply is:

"The Teamsters are the only International Union large enough to deal with the huge Bell Telephone System

on an equitable basis, and appear to be the only union still aggressively seeking adequate wage increases for their members."

Local 3290 was the first to make the break with CWA, but organizers for the Teamsters communications division report that they have more than enough proof-of-interests cards to file for a National Labor Relations Board election throughout the 17 local unions.

However, an election will not be petitioned for until November as the current contract under which the installers work is a bar to an election until that time.

In the meantime, the attempt of the installers to change bargaining agents is meeting with the combined resistance of the CWA and the telephone company itself.

The company has circulated a letter to its employees stating that it never before interfered in its workers' selection of a union representative, but it does not want the workers to be represented by the Teamsters, lending support to the workers' conviction that the bargaining power of the Teamsters



is the answer to their current contract problems.

In addition, a copy of Bobbie Kennedy's book, based on the McClellan hearings of which he was chief counsel, is being circulated to every supervisor in the system. The Attorney General's book is fast becoming the main tool of companies and employer associations fighting unions.

#### Called It a Trial

In Washington, during July, the CWA held a 'trial' of CWA officials who have come over to the Teamsters. Notable among the 'incidents' of the trials was that of Ken Silvers, former national CWA director of the Western Electric bargaining unit and member of the CWA executive board.

Silvers notified the CWA that he had resigned and would not appear at the trial. Nevertheless, the CWA went ahead and 'tried' Silvers even though he was no longer a member.

'Defendants' at the trial appeared and only as their trial began did they know the charges against them. But the publicity in the newspapers continued.

One 'witness' testified that Teamster President Hoffa had promised one-half million dollars to the organizing drive. The story went on to say that Hoffa was assisting a childhood buddy who grew up on the same street in Brazil, Indiana—Ken Silvers.

What the story didn't say was that Silvers, 10 years younger than Hoffa, wasn't even born when Hoffa moved with his family from Brazil.

Joseph Beirne, CWA president, went to the meeting of the Chicago AFL-CIO Executive Council seeking a million dollars to set up a rival

Teamsters union. His appeal apparently fell on deaf ears.

Teamster Executive Vice President Harold Gibbons, director of the Teamsters communications division, commented that this was typical of Bierne, to go looking for help rather than fight his own battles.

Gibbons pointed out to a question of whether or not the Teamster move is a raid:

"It is in answer to repeated requests from this group of highly skilled and specialized technicians for the Teamsters to help them receive the wages they deserve. It is in line with the rules of the U.S. government which permit workers of a union to change bargaining agents rather than remain the captive of any union.

"The Teamsters do not seek to organize or raid the members of any other international union. But, we will not turn a deaf ear to any group which comes to us with a genuine request for help and a legitimate interest in coming into the Teamsters."

#### Liberation

As the movement of CWA installers into the Teamsters continued, overflow meetings were being held in San Francisco where Hoffa addressed the group and answered questions, in Nashville, Tennessee and St. Louis where Gibbons and Silvers appeared as they did in San Francisco.

Typical of the interest was the meeting in Nashville where one group drove all night to attend, and immediately after the meeting jumped in their auto and drove the rest of the day so they could be back on their jobs the following day.

## 'Reverse' Freedom Rider Rescued by Local 97

Beautiful Montgomery, Ala., the capital city with green lawns, and few sidewalks, has a White Citizens Council of native bigots who recently paid the \$33.88 bus fare for Mrs. Oralee Stroud, a "reverse freedom rider," to Newark, N. J.

On her arrival in the deep North, Mrs. Stroud was helped by officers of Teamsters Local 97 to find her way to the home of a daughter. Mrs. Stroud, who made as much as \$7 a week in Montgomery until her health broke down, arrived in Newark with \$1 left of the \$3 "pocket money"

given to her by the Montgomery White Citizens Council.

Joseph G. Biancardi, president of Local 97, saw to it that Bros. William L. Jackson and Ray Burgess took the lady home to a Paterson, N. J., address after the Teamsters paid the \$9 taxi fare from Newark.

Further, Local 97 promised to give Mrs. Stroud's son-in-law a better-paying job to help in caring for the new arrival, and to find work for the lady herself that she would be physically able to perform.

## Loud Voices and Short Memories

A glance at the June, 1947, issue of the International Teamster magazine reveals that voices are often loud, even if memories are short.

On page 2 of that issue of the Teamster magazine, an article by the late Teamster President Daniel J. Tobin reveals that a helping hand has long been extended by Teamsters to members of the Communication Workers of America.

Tobin reported to Teamster membership in that issue that two rather large checks had been written on the Teamster treasury. One in the amount of \$93,750 went to George Meany, secretary-treasurer of the American Federation of Labor, making the IBT the largest contributor to a fund to help defeat Taft-Hartley.

The second check was in the amount of \$10,000 and was paid to the National Federation of Telephone Workers—forerunner of the Communication Workers of America.

Wrote Tobin: "We decided to give a check of \$10,000 to striking telephone girls, engaged in a heroic struggle against the biggest combination of wealth, the most far reaching monopoly in this country, the American Telephone and Telegraph Company.

"It was really encouraging and at the same time depressing to see those young girls picketing the luxurious modern buildings of this monopolistic corporation," Tobin declared.

Last month, as 17,000 installers of Western Electric began in earnest a bid to bolt the CWA and affiliate with the Teamsters, Joseph Beirne, president of the CWA, scurried off to a meeting of the AFL-CIO Executive Council with a plea for a million dollar fund to set up a rival Teamsters Union.

That, then, is a story of loud voices and short memories.



## IBT Responds to Southern Pacific Clerks' Desire for Membership in Greatest Union

In response to appeals from rank-and-file members of the Brotherhood of Railway Clerks Union employed at Southern Pacific Railroad, a full-blown Teamsters Union reception to their desire for membership grew to maturity in early August.

Seed for the unexpected but welcome organizing campaign was planted last Spring. That was when a committee of SP Brotherhood members approached General President James R. Hoffa as he arrived in San Francisco to attend the Teamsters Union Freight Division Grievance hearings.

The group was encouraged to approach the Teamsters Union following a television statement by Hoffa regarding the need for a Federation of Transportation Workers. As Tony Cantanho, chairman of the Rail Clerks committee, put it, they saw the wisdom of transportation workers solidifying to bargain collectively.

Besides Cantanho, the petitioning Southern Pacific workers included Clarence Ralli, a vice president of one of the Brotherhood Lodges. Others were Manuel Maria, Clarence Kykendall, Joseph Gallagher, Dave Grossman, Richard Shaw, and Phil DiGiovanni.

While discussing their general problems with Hoffa, the committee emphasized several points that spelled out the scope of their dissatisfaction with the Brotherhood of Railroad Clerks:

—The Railway Clerks Union is apathetic.

—The Railway Clerks members are dissatisfied with contract bargaining procedure.

—The Railway Clerks have no pension program; their railroad retirement is comparable to social security.

—The Railway Clerks grievance machinery is wholly inadequate with some grievances pending as long as four years.

—The Railway Clerks Union is similar to a company union in that many of their officers "work for the company."

The General President and Bay area Teamsters listened to the Clerks and agreed to help them. The offices of Teamsters Local 856 in San Francisco



General President Hoffa greets Tony Cantanho, chairman of the committee from the Brotherhood Of Railway Clerks Union seeking to join the Teamsters Union, as others crowd around.

with Rudy Tham as secretary-treasurer were turned over to them as an organizing campaign center.

Tham told *The International Teamster* that the Clerks committee enjoyed tremendous success in its initial contacts and is now extending the campaign throughout the entire Southern Pacific Railroad system.

Involved are some 12,000 office clerks, freight handlers, warehousemen, truck drivers, storekeepers, and mail and baggage handlers in Oregon, California, Nevada, Arizona, New Mexico, and El Paso, Tex.

Actively at work after working hours and on weekends, the organizing committee headed by Cantanho has effectively pushed its desire for Teamster affiliation. Numerous committee meetings have been held and more are scheduled.

Additionally, General President Hoffa has asked the pertinent Teamster Joint Councils and Local Unions to give all help possible to any members of the Brotherhood of Railway Clerks, employed by Southern Pacific, who seek IBT membership.

Nearly 1,000 Railway Clerks had signed pledge cards as the summer neared its end. Their eagerness to leave their present union and join the Teamsters indicated the measure of their response to the original group that approached Hoffa in San Francisco.

One of the first things that Cantanho's committee did was to publish a small four-page newspaper explaining the aims of the Go-Teamster move.

Called *A.R.T. Reports* (airline-railroad-trucking news), the paper compared the ineffectiveness of the Brotherhood of Railway Clerks with the effectiveness of the International Brotherhood of Teamsters.

An open letter noted:

"It is the opinion of many of your fellow workers that every attempt to obtain vigorous representation and improved work contracts through the efforts of the officials of the Brotherhood of Railway Clerks has been a failure.

"Wages and working conditions in the Southern Pacific offices and freight terminals are substandard, as you, who receive the paychecks, know so well. Your present representatives are doing nothing about this situation.

"But you can bet your bottom dollar these do-nothing representatives will do something upon learning that the International Brotherhood of Teamsters is interested in your welfare.

"You will, if you haven't already, receive a barrage of anti-Teamster literature from your representatives. This should make you wonder why they didn't show as much interest in you in the past . . ."

The open letter explained the nature of the expected attack on Hoffa and the Teamsters Union, then continued:

"General President Hoffa and all other Teamster officers and representatives work for the rank-and-file members. The proof of this is to be found in the paychecks and contracts of any Teamster member . . ."

Comparative wages and benefits from the Railway Clerks and IBT were cited, and then the letter went on:

"The attacks against the Teamsters and Hoffa are nothing new in the





General President James R. Hoffa was greeted enthusiastically by a mixture of Teamsters Union members and Southern Pacific Railroad employees when he arrived in San Francisco for an IBT meeting recently. The SP workers, members of the Brotherhood of Railway Clerks Union, were seeking admittance to the Teamsters Union. Welcoming the General President were (left to right): Joe Gallagher, Clarence Kykendall (sign carrier), Bill Dykstra, Teamsters Local 856 organizer (behind Hoffa), the GP, Manuel Maria (behind Hoffa), Orin Hand, Clarence Ralli (sign carrier), Arthur Mooradin (sign carrier), and Bill Conboy, Teamster organizer.

history of the labor movement. Remember what they said about John L. Lewis and Eugene V. Debs? The enemies of labor must have a whipping boy. Today, that whipping boy is James R. Hoffa . . ."

*A.R.T. Reports* concluded:

"Your fellow workers feel it is time for a change . . . Teamsters Local 856 and the entire IBT stands ready to assist you in obtaining what you so obviously deserve . . ."

The newspaper made reference to

the quick manner in which Teamster grievances are settled compared with the Railway Clerks turtle-like system, and further explained in detail the democratic method in which the IBT membership directs the program as the Local Unions retain autonomy.

Probably the most damaging indictment against the Clerks union, however, was the side-by-side comparison of Teamster and Clerks contract stipulations which showed the IBT language far ahead in all respects.

\$1,896. Drivers received 30-cent hourly pay hikes, bringing their rate to \$2.75 per hour, their retroactive pay amounting to \$300 per man.

In addition, the Johnson plant employees received the same health and welfare plan which the employer pays at the rate of \$5.20 per man per week that is presently in effect in the New England Freight Agreement. The pension plan gives each employee retirement pay at \$150 a month.

Other contract language provided for a guarantee of 45 hours' work or pay and 54 hours' work or pay in a holiday week for all regular employees; sick leave; a liberal vacation schedule; bereavement pay, etc.

Local 653 Secretary-Treasurer Gross praised Hoffa saying: "I went to the 'GP' and asked his assistance. He took time out to help."

The climax was reached one day when General President Hoffa met face-to-face with Howard Johnson, Sr., Howard Johnson, Jr., Gross, and flanking lawyers. Step-by-step, the story went like this:

Local 653 won a representation election conducted by the National Labor Relations Board at the Johnson plant, June 10, 1961, by an overwhelming vote of 42-to-8.

The restaurant chain immediately filed charges against Gross in a delaying tactic. After two NLRB hearings, the company's maneuvers were exhausted; the Local Union was certified as bargaining agent last Feb. 14 and began negotiations.

The contract talks were stalled by the company until the end of April as Johnson tried to provoke a strike. Gross asked Hoffa's help and they met—along with Tony Provenzano, IBT Vice President—last May 19.

Gross took a strike vote of Local 653's new members at the Johnson plant in Brockton. They agreed unanimously to walk out of the ice cream center and picket on behalf of their demands.

Then came the crucial meeting with Hoffa and Gross on one side and the Johnson father-and-son combo on the other. The International Brotherhood of Teamsters suggested that either a contract should be near settlement within a month or that Local 653 would move with the support of 1,720,000 members.

Table talks resumed and as the deadline neared, Gross reported progress. Within a few days, the agreement was reached, ratified by the members and signed by both parties.

## Major Breakthrough Scored At Howard Johnson Chain

Every Teamsters Union member in the nation contributed recently to an astounding break-through at the New England division of the Howard Johnson restaurant chain—bringing a 61 per cent wage increase to the company's lowest-paid warehouse employees in their first contract.

General President James R. Hoffa personally pledged the solidarity of the IBT at a crucial moment to aid Teamsters Local 653 and its secretary-treasurer, Henry G. Gross, gain the first Teamster work agreement for 50

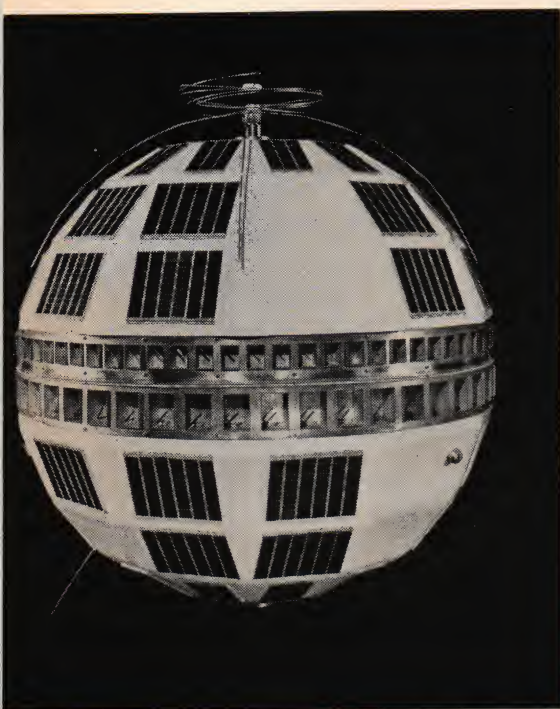
warehousemen and drivers in the Johnson plant at Brockton, Mass.

The plant makes and distributes ice cream to the chain's outlets throughout New England.

The winning struggle was worth every moment of effort in the 15 months that it took to reach conclusion.

Pay raises amounted to hourly hikes of 95 cents for the warehousemen, bringing their scale to \$2.50 along with checks retroactive to June 1, 1961, ranging from \$1,136 to

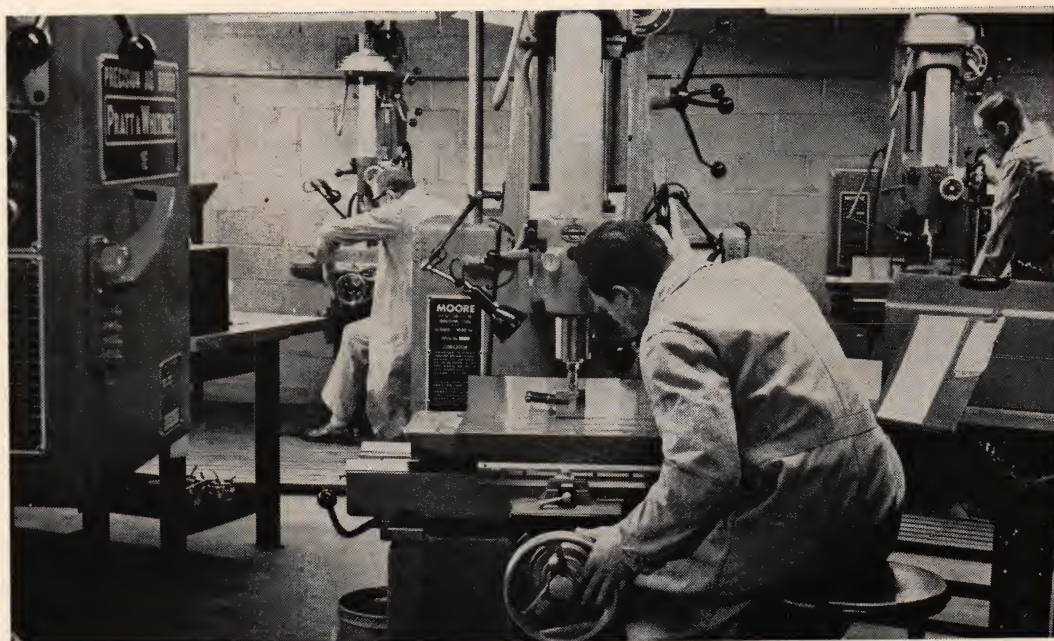




The intricate, highly-skilled workmanship needed for producing Telstar, experimental communications satellite, is indicated by the fact that it is only 34 inches in diameter and weighs 170 pounds. The "Belt" is a dual row of slotted antennas. Solar cells around the shell convert sunlight into electricity to provide power. Teamsters made the guts of Telstar.

## Telstar Guts Built by Teamsters

Members of Teamsters Local 210 are shown at work in the FXR plant at Danbury, Conn., where parts were produced for Telstar. FXR is the RF products and microwave division of Amphenol-Borg Electronics Corp.



When the experimental satellite named Telstar was fired into space on a Thor-Delta rocket from Cape Canaveral last July 10, ushering in a new age in world communications, the skill of members from Teamsters Local 210 in New York rode with it.

Within 15 hours, the U.S. claimed a first in space use for peaceful purposes with the experimental Telstar.

Telstar—launched jointly by NASA and American Telephone and Telegraph Co.—swung into an orbit ranging from 575 to 3,450 miles out and began circling the earth every 156 minutes.

The satellite began receiving signals transmitted from Andover, Me., amplified the sounds 10 million times, and re-transmitted them back to earth. Millions of television viewers saw a "way out" picture on their screens.

### 500 Teamsters

Making possible the accomplishment were some 500 Teamsters employed at the FXR laboratories of the Amphenol-Borg Electronics Corp., in Danbury, Conn., who enjoy the highest wages and best conditions in the industry.

The precision and skill of the FXR machinists who built the microwave components played a most important part in assuring the success and reliable operation of Telstar.

For example, the waist of the satellite has a double row of antennas for

transmitting and receiving the microwave signals. The probes within the antenna slots—120 of them—were custom-produced by FXR for Bell Telephone.

Within the satellite are 20 waveguide-type bits of machinery of which 13 were fabricated by Teamsters. The waveguides filter signals from the crowded spectrum.

### Contract in 3rd Year

At the Andover tracking station, there were 37 lengths of coaxial cable measuring more than 28 miles in length that also were built by Teamsters. The cables connect the tracking horn with the control building.

Should any of the components have failed, Telstar would have been just another globe of metal circling the earth while technicians sought in vain to exercise the communication system.

Local 210 members continue their work. The shop, now in the third year of a Teamster contract, is serviced by Business Agent Frank Cannizzaro. More antennas, waveguides, and cables are needed for future Telstars—in fact, the program calls for another satellite to be put in orbit before the year is ended.

Ultimately, there may be three or four dozen of the small spheres orbiting in a pattern to provide better global communication. And Teamster skill will have helped make it possible.



## The Philadelphia Story

# Silent on Strife and Violence, Bobbie Backs Rebel Group

OUT of Philadelphia, last month, came a story of violence and industrial strife which wrote a dark page into the history of man's relation with his fellow man, of man's relation with his employer.

It was a dark page in the history of government's relationship with private citizens and Bobbie Kennedy's words of encouragement to a group which already had abandoned the concept of law by taking matters into its own hands to foster "objectives" with which the Attorney General of the United States publicly stated he was in sympathy.

It is a simple story, one which by its own chronology of fact writes its own editorial conclusion. It goes like this:

In Philadelphia, four Teamster local unions 107, 470, 312 and 331 represent approximately 10,000 employees of firms represented by the Motor Transport Labor Relations, Inc.

A dissident group, calling itself the VOICE and seeking to upset current Teamster leadership, recently petitioned the National Labor Relations Board for a representation election, claiming it represents a majority of the 10,000 Teamsters.

Confident that the exact opposite is true, Teamster officials, through their attorneys, consented to an immediate election, thus cutting the red tape of a hearing by the NLRB and the possibility of a long delay before the election was held.

At this, VOICE objected. An immediate solution to the controversy was apparently not to their liking, even though favorably publicized in the Philadelphia press, radio, and TV for over a year.

On a recent Sunday, every telephone pole, traffic sign and signal on the road leading from the airport into the city was plastered with signs announcing the appearance of James Luken, who took his local out of the Teamsters a year ago, at a mass meeting of VOICE.

At the meeting, attendants got un-

satisfactory answers to questions of how VOICE officials were elected and about VOICE finances. Yet, though it files no Labor-Management reports with the government, this group is recognized as a labor organization by the government.

Through the entire proceedings of this story, members of the Seafarers' International Union, with no bargaining rights for members and no legal interest, are very much in evidence on the side of VOICE.

Newspaper estimates of the crowd attending the meeting varied from 1000 to 700, even though the hall where the meeting was held accommodates only 550.

Next, Liberty Construction Company, under contract to Teamster Local Union 470, discharged an employee for allegedly letting his ready-mix concrete rig stand for a long period of time, allowing the cement to set up.

VOICE, in complete disregard of contract grievance procedure, picketed

the firm to put the employee back on the job. The company submitted to the picketing and put the worker back to work.

While the picketing was going on at Liberty, nine drivers friendly to VOICE left their Smith Transfer rigs standing while they joined the picket line. They were fired by Smith Transfer.

Heady with the victory at the construction company, VOICE set up a picket line at Smith Transfer to force the company to rehire the nine discharged drivers.

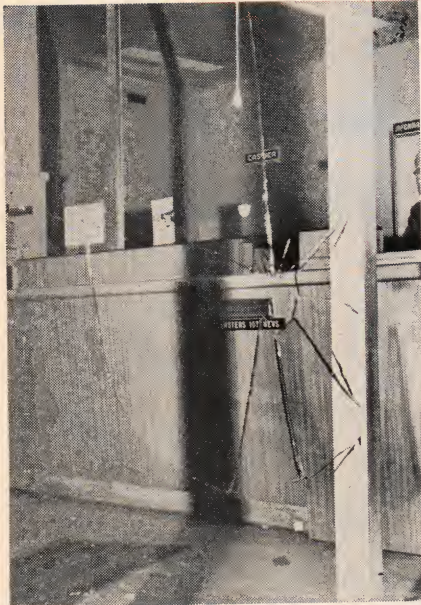
The company approached Teamster Local 107 asking if it intended to live by its contract of which the picket line was a violation. The local union agreed to move the stranded rigs.

The next day when 50 to 60 drivers appeared to carry out the workers' agreement with the company, they ran into 300 to 400 jeering and rock-throwing pickets comprised of VOICE personnel and officials and members



Small band of loyal Teamsters sizes up mob of wildcat pickets in front of Smith Transportation, and then decides to face up to the mob's intimidation and fulfill the union's contract with employer.





A small part of the aftermath of a riot was this broken plate glass window in the office of Teamster Local 107.

of the Seafarers. There was considerable scuffling at the picket line and some conjecture as to whether police expedited or hindered the union's movement of the company's freight in accordance with the contract.

The company then went to court for an injunction to stop the picket line and to seek temporary relief. It is routine for a judge in such an instance either to immediately enjoin the parties from picketing or to limit pickets to one or two until a hearing can be held.

However, the judge told both sides, VOICE and the transfer company,

to submit briefs, and then ordered all picketing stopped and ordered the company to rehire the nine discharged drivers.

The company then closed down, and sent a telegram to all its employees informing them that it was closing its doors.

Company attorneys went to a higher court which now holds the entire matter in abeyance without prejudice until September 25th. The company immediately entertained considerations to permanently go out of business or move its operation out of the City of Brotherly Love.

Local 107 scheduled a meeting Wednesday to explain what was happening. Shortly before the meeting was to convene, police threw up a barricade around the block, informing Local 107 that it was for its own protection.

Curiously enough, an automobile with VOICE signs on it got through the barricade as a decoy, and suddenly an army of over 1000 came marching upon the union hall from the waterfront carrying bail hooks and log chains. Shots were fired into the union office.

In addition to the police, the fire department arrived on the scene, connected its water hoses, aimed them at the 250 to 300 Teamsters. The melee broke out.

Many were hurt, some hospitalized. Policemen were hospitalized. Some were arrested. One Teamster loyalist, a Negro, lying unconscious on the street, was, according to eye witnesses, the target of police boots by every officer who passed by him. He is

## Philadelphia Resolution

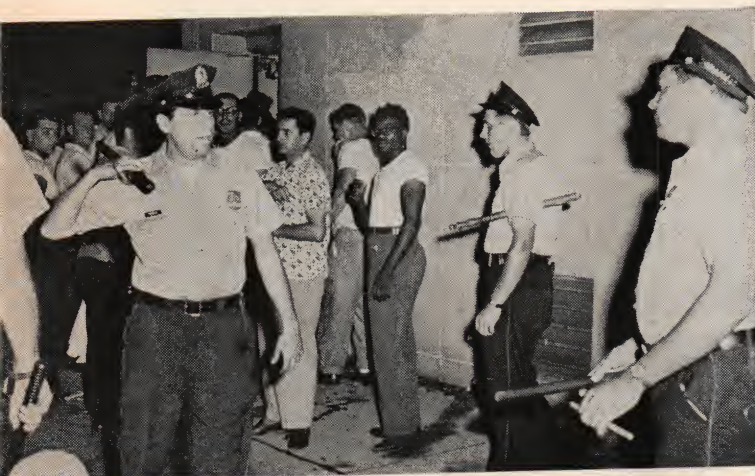
Teamster Joint Council No. 53, representing over 83,000 Teamster members in the greater Philadelphia area, has adopted a resolution recommended by its executive board, which throws the weight of the council behind four local unions recently involved with a dissident group.

Joint Council 53 President and International Union Vice President John B. Backhus called the resolution a move to foster industrial peace in Philadelphia; a move to insure that contractual obligations with employers are carried out; and a move to protect the good name of Teamsters in Philadelphia, "a good name built up over the years by hard work and a sense of responsibility."

The action came in a specially called meeting to which several delegates came from vacation spots.

The resolution pointed out that differences the group calling itself the VOICE has with Teamster Locals 107, 312, 331 and 470 are differences with the entire joint council and will be treated as such in the future.

To realize the announced goals of the resolution the council pledged personal, moral and financial support.



Police with riot sticks force members of Teamster Local 107 back into their meeting hall while a band estimated up to 1,000 stood outside jeering, taunting and destroying automobiles of rank-and-file Teamsters at meeting.



A jeering mob intimidates a Local 107 driver as he moves a Smith's Transportation rig, keeping the local union in compliance with its contract with the company.



currently in a Philadelphia hospital. Rumors are that his spine is broken, he has a brain concussion, kidney injuries and internal injuries. These rumors cannot be checked out as he is in custody.

Some of Local 107's rank-and-file automobiles were smashed and vandalized.

After all this, Attorney General Bobbie Kennedy came to Philadelphia for the weekend to address a meeting of district attorneys convened in that city and also a meeting of the Catholic War Veterans.

He met with VOICE officials. His statement concerning VOICE was published in the Philadelphia *Call Bulletin* Sunday morning, August 19th and was this:

"Robert Kennedy Backs Objectives of 'Voice': Attorney General Robert F. Kennedy said here last night (Saturday, August 18th) that he endorses the 'objectives' of the VOICE of the Teamsters, a rebel group which is trying to take control of the Teamsters' Local 107 and return it to the AFL-CIO.

"Kennedy, here to address the National Association of District Attorneys' convention at the Bellevue-Stratford, said he met with attorneys

## Last Year's Income

Breadwinners that earned less than \$130.34 a week for a family of four last year received less than the "necessary" income according to the Heller Committee for Research in Social Economics at the University of California.

for the VOICE here and 'I wish them (the VOICE) success.'"

This is the same Bobbie Kennedy who as chief counsel for the McClellan Committee nearly burst blood vessels in moral indignation at violence in labor affairs, at wildcat strikes, and clamored for democratic procedure in settling union affairs.

The melee in front of Local 107's office three days before Kennedy's Philadelphia remarks was an objective of VOICE. The broken heads, injured bodies, contract violations and loss of property which resulted are poor evidence of democratic union procedure by VOICE.

Yet, VOICE is endorsed by the Attorney General of the United States!

## • Libel Suit

With the announced refusal of Time, Inc., to retract statements made in the July 20, 1962, issue of *Life* magazine, William E. Bufalino, special counsel to the International Brotherhood of Teamsters, announced both Teamster President James R. Hoffa and he would file libel suits in Federal Court.

Hoffa and Bufalino, in letters to *Time-Life* and three other parties in late July, asked for retractions of "defamatory and libelous statements" made in an article allegedly written by Sam Baron, a former employee of the International Brotherhood of Teamsters.

John F. Dowd, editorial counsel for Time, Inc., acknowledged the Hoffa and Bufalino letters. While pointing out that the article had no "malice directed toward" the Teamsters he was addressing, Dowd concluded:

"In the circumstances, with regard to these and the other objections enumerated in your letter, *Life* will make no retractions."

## • Beer Pact Ok'd

Members of Teamsters Local 102 employed at the Newark, N. J., Anheuser-Busch brewery became the highest hourly-rated workers in the New Jersey brewing industry when they recently ratified a new two-year agreement.

The contract provided for a \$5 weekly pay hike retroactive to last April 1, with an additional \$5 effective a year from that date.

Additional gains included a fifth week of vacation for all employees after 10 years' service, and a \$1 increase in the employer's weekly contribution to the pension fund.

## • Portland Milk

Teamsters Local 305 in Portland, Ore., has a new two-year contract with the fluid milk industry guaranteeing an hourly wage gain of 30 cents plus an additional 5 cents hourly to the pension fund.

The agreement included an improved vacation schedule, providing four week vacations after 20 years' service. In eliminating deliveries to retail customers on Sundays, the pact also specified that no employee would lose work.

## 50th Anniversary



Shown during the 50th Anniversary Celebration Dinner of Teamster Local 470 in Philadelphia recently (left to right seated) John B. Backhus, IBT vice president and President of Joint Council 53; Teamster General President James R. Hoffa; Jack Lesser, president of Deborah Hospital. Standing, (left to right), Edward Ortmann, Local union secretary-treasurer; Peter P. Schultz, 470 president; and James Ulrich, 470 business agent. Dinner proceeds of \$11,021.73 were donated to Deborah Hospital. (This photo by Local 470 member Joe Lima.)



## Member Cited



Franklin T. Stone, a member of Teamsters Local 364 in South Bend, Ind., was honored recently during an annual active duty tour with the 9517th Air Force Reserve Recovery Squadron. Stone was cited as the outstanding airman for his leadership qualities, devotion to duty, and military bearing.

Continental Forwarding Service, a division of International Shoe Co., members of the Washington Chamber of Commerce were also making house calls on the same employees—urging the workers not to join the union!

Meanwhile, the local newspaper was turning editorial cartwheels by blasting the Teamsters and simultaneously spouting kind words for a pair of AFL-CIO unions also on the ballot.

Despite the coordinated effort to defeat the Teamster bid in the community near St. Louis, Local 688 won a spectacular victory at the shoe warehouse.

The results were: Teamsters 56, AFL-CIO United Shoe Workers 7, AFL-CIO Longshoremen 1, and no union 19.

## • Plywall Settlement

An average 14 per cent hourly wage increase was the biggest feature of a new contract signed recently between Teamsters Local 297 in Fort Wayne, Ind., and the Plywall Products Co., Inc. The one-year agreement covers 130 employees.

It was the first contract negotiated since Local 297 became the bargaining agent for the Plywall workers in a National Labor Relations Board election last May.

Other benefits gained were a health and welfare plan worth 7½ cents an hour, a standard grievance procedure, seven paid holidays, and a vacation schedule.

## • Warehouse Support

The Policy Committee of the Western Warehouse and Produce Council recently endorsed the goal of developing national agreements with eight major coast-to-coast grocery chains.

## • So. Calif. Contract

Southern California construction Teamsters recently ratified by 2-to-1 a new three-year contract with four major construction and building contractors associations.

Negotiators representing construction Teamsters in 10 Local Unions gained wage increases for each of the three years, additional pension monies, and health and welfare improvements.

## • Wilcolator Pact

Members of Teamsters Local 102 employed at Wilcolator Co., in Newark, N. J., recently ratified a new three-year agreement by a vote of 159 to 14.

Ben Merker, Local 102 secretary-treasurer, called the ratification a vote of confidence inasmuch as the IUE had been trying to win back the Wilcolator employees since being displaced by the Teamsters as representatives two years ago.

The new contract provides wage hikes of 5 to 7 cents an hour on Sept. 1 of '62, '63, and '64. It also added a 15-cent hourly shift differential, a 10-cent company contribution to the pension fund, and improved job security, vacation, and health and welfare language.

## • Missouri Novelty

Teamsters Local 688 encountered a novel twist in management opposition recently during an organizing campaign in Washington, Mo.

While Local 688 organizers were making house calls on employees of

## Local 390 Rodeo Winners



Teamsters Local Union 390 in Miami, Fla., recently held its 5th annual Rodeo. Shown here are the winning contestants and officials (left to right): Kneeling—John Untch sitting in for Herbert Tiedemann, Ted Antonogloa, Eugene Erno, William Untch, Robert Ward, and Billy E. Ferrell; Standing—Metro Judge O'Connell, Ronald Stutzman, Jack Pryor, John Fallon, and Florida Highway Patrol Sgts. Tom Hodges and Don O'Neal. William Untch, Antonogloa, and Ferrell were 1st-place winners.



# Hoffa Gives IBT Lawyers Pep Talk

GENERAL PRESIDENT James R. Hoffa gave a pep talk to 100 attorneys attending the 11th annual Teamsters' Lawyers convention at San Francisco in early August.

He urged the lawyers to "believe in and live the trade union movement" while helping to alert the IBT membership and officers to the dangers of police-state methods used by government agents and investigators as exercised and encouraged by Attorney General Bobbie Kennedy.

The lawyers—including both those representing the IBT and those on retainer by Teamster Local Unions across the nation—also were asked to awaken their own communities to the threats to Constitutional freedoms.

Hoffa stressed that Teamster officials or representatives should consult with their own attorneys concerning all subpoenas issued to them. He also emphasized the pitfalls facing laymen who try to deal with skilled government agents. Said Hoffa:

"A loss of rights and democracy results in this atmosphere of character destruction and union-busting."

In a way, the General President predicted a lot of work for not only Teamster lawyers but labor attorneys generally as he prophesied that "the working people of this country will not peacefully and quietly accept another depression like the '30s." The comment came after he noted the failure of the Administration to solve unemployment, its inclination to meddle in collective bargaining, and the impact of automation.

General Secretary-Treasurer John F. English addressed the banquet meeting along with Hoffa, describing the development of the IBT into the largest and strongest union in America.

Joining in the meeting were members of the IBT General Executive Board and General Organizers. The sessions covered a broad range of re-

cent developments in the labor law field.

Among the highlights were:

Attorneys Albert Brundage of Los Angeles and David Uelmen of Milwaukee noted that particular care should be taken when filing representation petitions with the National Labor Relations Board—especially where appropriate driver units and multi-employer bargaining are concerned.

Attorneys Edwin Pearce of Atlanta and Herbert Thatcher of Washington, D.C., emphasized the importance of members following picket line instructions to the letter because of the serious threat of damage suits that result when picket line mistakes are made.

The lawyers were in general agreement, following a talk by DRIVE Director Sidney Zagri, that if proposed anti-union legislation now before Congress is enacted, the labor movement will be destroyed.



Lawyers relaxing during a break were: Arlen Christenson (foreground) of Minneapolis; (left to right) first row—Norman Zolot of Hamden, Conn., Raymond Schultz of Paducah, Ky., Ralph M. Logan of Louisville, Ky., and Joseph E. Lanuti of Ottawa, Ill.; second row—Russell Dunbar of Huntington, W. Va., John McBurney of Washington, D. C., and Eugene Green of Youngstown, Ohio.



LEFT PHOTO. IBT Chief Labor Counsel David Previant (left) of Milwaukee discussed a point with Clarence Beck of Salt Lake City. Beck chaired the convention. RIGHT PHOTO. IBT General Counsel Edward Bennett Williams of Washington, D. C., chatted with Secretary-Treasurer John F. English at the lawyers' meeting.



Fred Tobin, IBT Chief Hearing Officer, registered Teamster attorneys from around the nation as they checked in for the 11th annual meeting.



Reading a legal report that seemed to have a humorous aspect were IBT Special Counsel Albert Brundage (front) of Los Angeles, and (left to right at table) George Schatzki of Dallas, Tex., Richard Frank of Tampa, Fla., Charles Hackler of Los Angeles, and Robert Le Prohn of San Francisco.





## **Teamster Lawyers Warned**

# **Powerful Industrial Bloc Seeks Anti-Trust for Labor**

The nation's labor busters are in violent disagreement over the source of union power or just how much power union labor has, but all are agreed in their announced intention of subjecting the American worker to a broad application of the anti-trust laws.

In their haste to destroy or reduce labor unions to ineffectual single units, they have introduced no less than 11

such legislative proposals in the U.S. Senate and House.

Just how serious this force for defellow worker in bargaining for wages, hours and conditions is plainly evident by the success of its propagandists in placing pleas for the anti-trust laws in nearly every publication printed for public consumption.

Best estimate of the guesstimators stroying man's right to join with his is that the real push for passage of an

anti-trust law applicable to labor will be just after Congress convenes in 1963. Fall elections will be over then, and none of the proponents would want to see any congressional ally defeated by his constituent in a reelection bid because he favors the chains of anti-trust for the American worker.

The dangers of such legislation and chances for passage of one of the anti-labor laws were important topics of discussion at the recent conference of Teamster lawyers in San Francisco. Sidney Zagri, Teamster legislative counsel, led the discussion.

It was generally conceded that not only has such legislation a chance for passage, but also that the worst of all measures—HR 9271 introduced by Congressman David Martin (R-Nebr.)—is the one which will be pushed the hardest.

By its own admission, the U.S. Chamber of Commerce prefers the Martin anti-trust approach.

Other proposed measures now sitting in senate or house committees direct their blows at specific targets and specific prejudices of their sponsors. For example, Senator McClellan's bill would place transportation unions under anti-trust in line with his anti-Teamster bias.

However, the Martin scheme reduces all union bargaining to the lowest common denominator, restricting it to one local union with one company.

Any effort of a central labor body, a joint council, a building trade council, or a labor federation to seek uniform wages would be in violation of the Martin measure.

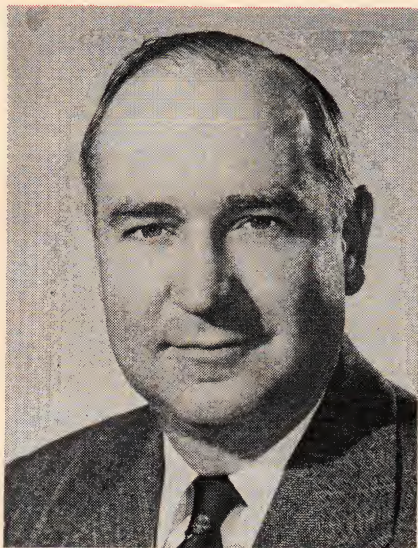
It would be illegal, under the Martin bill, for employers who are signatories to the Teamster Central States Master Freight Agreement to exist as a group of employers.

It would be illegal for them to sign an agreement such as the Central States contract.



— I. B. T. NEWS SERVICE





**Rep. Dave Martin**  
(R—Nebraska)

It would be illegal for Teamster locals in the Central States which are parties to the Master Freight Agreement to be signatories to such a contract.

Even uniform grievance procedure under the bill would be illegal.

An employer, acting independently, would be in violation of the law if he signed a separate agreement which contained identical provisions.

Local unions could not receive strike benefits or any kind of financial support from their International Union in connection with economic or bargaining activity.

The very existence of standard wages and conditions within an industry would be the occasion for finding of criminal activity by the unions wherever more than one local area was involved.

Such traditional activities as peaceful or informational picketing would be unlawful.

Contract clauses protecting jobs against elimination at the whim of the employer would be in violation of the law.

The Martin measure makes no attempt to hide its objectives.

It affirmatively proposes that the policy of the United States should be to prevent employees from acting together for the purpose of establishment of standard wages and conditions of work.

Local unions within a conference operating jointly to establish pension plans such as those currently in effect would be in violation of the law. The only pension plan permissible and the

highest benefits permissible would be only those which could be commanded by a single union acting independently. Pooling of resources for greater benefits would be illegal.

That, then, in simple terms, is a resume of the worst of 11 anti-trust laws proposed for the shoulders of the American working class, and a run-down of the activities of the proponents should make every union member aware that it is a deadly serious game.

So intent are advocates of such union-busting provisions that the facilities of a state university in California are being used to correlate on a computer all of the material being collected on the subject of so-called 'union power.'

A fund of \$150,000 has been made available by the National Association of Manufacturers for this purpose.



**Sen. Strom Thurmond**  
(D—South Carolina)

The movement is powerful and would be even more so if advocates were in complete agreement on which approach to take.

One group feels that all should strike out immediately for a blanket anti-trust law because this "gets to the basis of what it calls the 'evils of trade union power.'"

Yet another group seeks to curb trade union "power" in terms of what it calls specific abuses, arguing such an approach will circumvent public opinion which could well build up against any attempt to reduce a worker to the same status as a commodity in commerce.

All approaches have a common goal

—destruction of the trade union movement.

The author of a bill introduced by Strom Thurmond, of South Carolina, has stated:

"As for the hope of legislation. I don't think we can look for anything in the next couple of years. But, neither do I believe that it is hopeless to keep pushing. The effect of the Thurmond bill which I drafted would be to reach not only the restrictive practices of the unions, but also the massive collective bargaining power through which unions demand un-economic wages."

Yet another advocate feels that the picketline is the source of 'union power.' He eloquently describes his premise thusly:

"If you can imagine a society without the picket line and with free collective bargaining, negotiations of contracts across the bargaining table would not be a monopolistic device, but perfectly consistent with the free economic system." He continued:

"But, the monopolistic power comes in when it goes one step beyond that, when the law protects not only the right to bargain collectively, but also gives unions mutual aid and protection."

Translated into simple terms, this advocate of "free collective bargaining" has no quarrel with a system in which a union has a right to sit at the bargaining table wearing dark glasses and extending a tin cup. But if the employer says 'no' to the union, this defender of free collective bargaining



**Sen. John McClellan**  
(D—Arkansas)



would give the union no other recourse than to hobble away.

Or, to put it another way, it would be a dealer's game and management would be running the casino.

What is really proposed here is outlawing primary picketing.

And so the discussion goes among a tight little group of lawyers, labor relations personnel and management consultants, many of whom were instrumental in drafting and passing Taft-Hartley in 1947.

Yet, it is not surprising that there is disagreement among them as they search for the source of union power.

#### 70 to 18 Ratio

There is a work force in this country of approximately 70 million. Yet, less than 18 million belong to labor unions.

The United Steelworkers of America has assets of approximately \$20 million, yet deals with—among others—U.S. Steel which is a \$3 billion corporation.

The financially plagued Communication Workers of America deal with American Telephone and Telegraph Company, reported on the senate floor in August to be a \$27 billion corporation.

The myth of union power was never better exposed than in the recent announcement of Secretary of Labor Goldberg that unions in the U.S. have combined net assets of \$1.3 billion—less than \$30,000 per unit.

The \$1.3 billion—according to labor department figures—is spread among 44,530 unions filing reports under the law.

Seventy-five per cent of the 260 national unions filing reports had total receipts of less than \$1 million. Only four per cent had receipts of more than \$100,000 a year. Approximately 70 per cent had receipts of less than \$10,000 annually.

American Telephone and Telegraph Company alone is approximately 27 times more financially powerful than all U.S. unions would be if they combined their resources.

It is almost ridiculous to ask, then, why the furor and fervor with which corporation lawyers and labor relation vice president are pushing to make it illegal for working people to standardize and further raise wages.

Perhaps a ridiculous analogy will put things in proper perspective.

Can you imagine a system of free enterprise in which a New York

Puerto Rican worker making less than \$1 per hour could purchase a brand name suit of clothing for \$15 at Macy's? Yet, because of the tremendous difference in purchasing power between the Puerto Rican, and say an advertising executive, the executive would have to pay \$100 for the same suit?

Or, imagine Ford Motor Company offering a sedan for sale to a government worker earning \$10,000 a year for \$3,000, while selling the same auto in Arkansas to a cotton chopper mak-

ing less than the national minimum, for say \$1,000.

Or, imagine the director of a school of business advocating that the son of a California migrant farm worker be admitted to UCLA for \$100 tuition and room and board at half price, while charging existing rates for the daughter of a corporation farmer.

Imagine, a lawyer in Ohio who set his legal fees high for the upper income bracket, but offered free service to an indigent transient in trouble with the local constable for loitering?

Or, one more fantasy. Imagine the U.S. Chamber of Commerce fighting fair trades laws on the basis that there are different levels of purchasing power in different parts of the country, or pushing a law requiring lenders to reveal the true rate of interest charged.

Nevertheless, the power play is on in earnest to make it illegal for unions to join to standardize wages through multi-bargaining, area agreements, and industry-wide bargaining.

The power play is on, for example, to make it illegal for Teamster unions in the Central States to bargain collectively for pensions of \$200 monthly at age 60 for those completing 20 years' work in the industry. The power play is on to make it illegal for a small local union to join with a large union in bargaining for health and welfare benefits for its members. The small local union will have to take whatever pittance it can command on the basis of its own membership.

#### One Important Question

General President Hoffa urgently called upon the Teamster lawyers to seriously study ways in which to combat the anti-trust assault. He also urged everyone to return to his respective area and encourage intense political activity among the rank-and-political activity by the members during the coming election campaign.

It is clear that one question above all should be asked of candidates for national office:

"Do you favor any form of proposed application of anti-trust laws to labor unions; or any form of proposed legislation that would make it illegal for unions to join in mutual activity for wages, hours, and conditions?"

The firm conclusion of all the attorneys who participated in the discussion was that if anti-trust laws are applied to organized labor, all unions in the country will be reduced to company unions—and the company store will be back in business.

### Right-to-Workers Exploit Missile Peace

The price of submitting to Administration requests for patriotically settling a contract in critical industries without a strike—and without obtaining all provisions wanted—can very well be exploited by labor-hating groups such as the so-called National 'Right-to-Work' Committee.

Under terms of a new contract between Douglas Aircraft and the Auto Workers and Machinists, non-union workers are required to pay the equivalent of union dues, even though they need not become members, as they all share in the fruits of collective bargaining with the company.

Under heavy pressure from the Kennedy Administration not to strike to obtain a union shop in line with previous convention resolutions, the UAW and Machinists settled for the weaker agency shop.

Now comes the National 'Right-to-Work' Committee agitating non-union members—it has publicly announced its participation—to seek a federal court injunction to upset the agency shop clause and escape with no payment at all for their part of the cost of collective bargaining.

Ironically, the unions received no assurances from the Administration that it would press for repeal of Section 14(b) of Taft-Hartley which permits state right-to-work laws and insures high paying salaries to the officials of the union-busting National 'Right-to-Work' Committee.



## **Communications Satellite Bill**

# **Kennedy's Gift to AT&T**

## **Approved by Congress**

NEVER IN HISTORY has the U.S. Senate been able to stop a filibuster against human rights.

It has been 35 years since the U.S. Senate has elected to limit debate on any measure.

But on August 14, 1962, when property rights were involved, a strange combination of political alliances in the U.S. Senate successfully invoked cloture to hand American Telephone and Telegraph the largest give-a-way in the history of the country.

Only formal passage of the bill, which came easily before the week was out, stood between defeat for the so-called "little band" of senators who fought the Kennedy Administration communications satellite bill. They were driven to the wall by those in a hurry to pass legal rights of communication in space to the biggest monopoly America has ever known—the \$27 billion American Telephone and Telegraph Company.

Like many Kennedy sponsored measures, ruthless pressure was brought on those who opposed the measure. The telephone company lobbied with ruthless skill. The Attorney General of the U.S., even though charged with enforcing the nation's anti-trust laws, surprised all by appearing to testify for the monopolistic bill. Senate members of the Administration "team" spared no horses. Many of them were the same senators who in 1953 exploded in moral indignation over the Tidelands oil give-a-way.

The filibuster was successfully stopped because seven senators who have steadfastly fought limiting debate over the years, ducked out on

the cloture vote. Most glaring among the absentee accomplices were Sen. John McClellan, so concerned over the right of union members to cast their votes, but so unconcerned over his own right to vote that he chose not to cast a ballot. And, Sen. William Fulbright, chairman of the Senate

Foreign Relations Committee, a committee which should have been deeply concerned about putting a U.S. monopoly in position to have a say in U.S. foreign policy.

Telstar, American Telephone and Telegraph's version of space communication satellites, was given a

### **Western Democrats' Plea On Satellite Bill Ignored**

Newspaper misinterpretation of Western sentiment, following alleged failure of leaders to stand by Wayne L. Morse (Democrat-Oregon) on the satellite communications bill at a Western States Democratic Conference meeting in Seattle resulted in a long distance caucus of the WSDC Executive Committee which released the following statement:

"In view of statement of President Truman and testimony at hearings raising serious unanswered questions we request postponement of Congressional consideration of Telstar bill for several months to allow full hearing and resolution of issues raised."

Executive Committee was canvassed by Herb Legg, State Chairman of the Washington Democratic Central Committee and member of the WSDC Executive Board, in the absence of C. Girard Davidson, Executive Committee Chairman, who was in the East.

Lucy Redd, National Committee woman from Utah and member of the Executive Committee, pointed out in her wire supporting the request for delaying vote on Telstar bill that Roger Kent's position was against any stand which might be considered anti-Administration. Kent is the newly elected Chairman of the WSDC.

The WSDC had decided in Seattle to exert its influence on Congressional delegations internally and to bypass resolutions which could be misinterpreted by press as anti-Administration or anti-Morse.

The statement released by the Executive Committee reflects the majority opinion of that group.



timely launching in July with much fanfare and fuss to coincide with debate on the bill in the senate. To give the primitive Telstar stature, a Presidential news conference was transmitted to Europe via Telstar, which happened to be in the right place at the right time.

TV programs were exchanged between the U.S. and Europe, and Britain and France even got into a fuss over who attempted to circumvent the rules to score a first.

Because of the spectacular treatment given Telstar, many, many Americans were led to believe that a truly functional space communications system was in orbit. The nation's press did little to inform the nation to the contrary.

Only the Wall Street Journal hinted that the AT&T satellite system was experimental at best, nothing more than an expensive pilot model put in orbit at great taxpayers' expense.

In its July 11th issue, the Wall Street Journal's front page headlines said: "After Telstar: Big Problems Remain for Working System of Space Communications."

In a lengthy and informative article which followed, that paper's readers were able to deduce that quick adoption of the Administration's bill was hasty judgment which could only give a stranglehold on space communications to AT&T. Discerning readers quickly knew that AT&T would even control more efficient and functional systems being developed by other companies.

The AT&T system proposes an orbit of 7,000 miles above the earth. In addition to the 30 to 40 additional satellites needed to make the system functional, AT&T needs a large number of costly ground stations capable of extremely precise tracking and stations equipped with two sets of sending and receiving instruments—one set used with the visible satellite and the other to pick up the incoming one.

With this crude arrangement, AT&T states that it can provide telephone, television, telephoto and telegraph service between the U.S. and Western Europe and between the U.S. Mainland and Hawaii.

Twenty-five billion dollars of taxpayers' money has already been in-

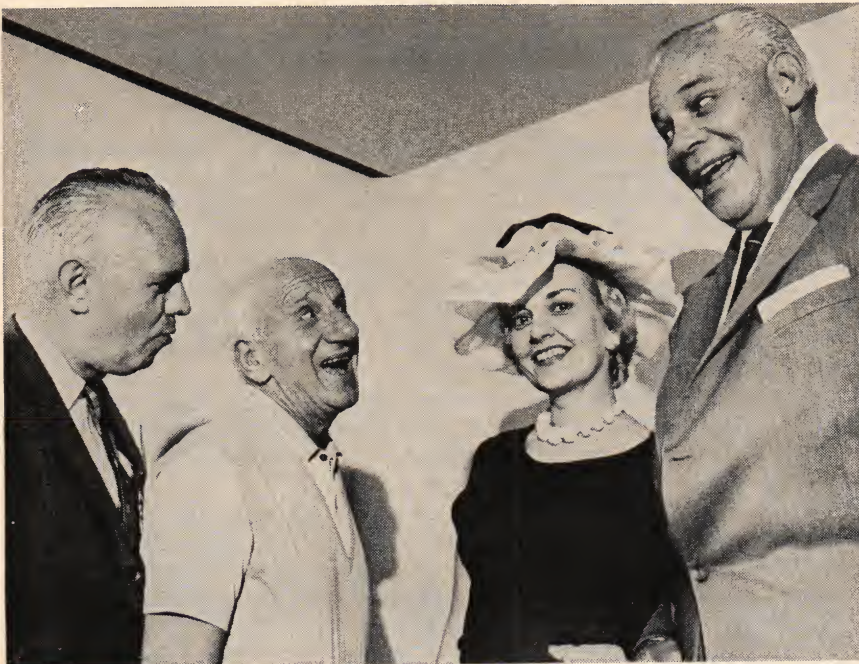
vested in over-all rocket and space programs and \$500 million more in space communications satellite program. AT&T paid the government \$2.7 million to ride Telstar into orbit aboard a Thor-Delta rocket last July 10th.

Probably what panicked AT&T to cancel advertising in the *Circulating Pines*, a weekly with 1,000 circulation published in Circle Pines, Minn., which editorially disapproved of AT&T's system, is a competing system still being developed which would require only three satellites and cheaper ground stations with only one set of instruments and no tracking.

This system, being developed by RCA, and others, would place three satellites up 23,300 miles in 24 hour orbit to coincide with the earth's orbit, thereby making the satellites stationary in relation to their position over the earth.

In orbit at the equator, this system called the synchronous system, would blanket the entire earth (excepting small areas over the north and south poles) with the same services as the AT&T system.

## Time Out to Fight Cancer



Caught in a light hearted moment at the recent convention of the Fraternal Order of Eagles are these four national personalities who helped lead the parade against cancer. Left to right, Morris Splain, Jr., membership director of the Eagles; Jimmy Durante; Mary GoldSmith, Teamster office secretary; and Buddy Baer, of the Max Baer Heart Fund. Miss GoldSmith addressed 2000 members of the Eagles auxiliary. She is Washington Representative of the Damon Runyon Cancer Fund. Successfully over a bout with the dreaded cancer three years ago, Miss GoldSmith discovered she had the disease during a routine check-up required of every new employee of the International Brotherhood of Teamsters.

### Reason for Haste

Another explanation of the urgency attached to the Kennedy bill may well have been that the synchronous satellite concept will get its first space test possibly as early as December or January when the National Aeronautics and Space Agency attempts to launch its 75-pound Sycom satellite now being built by Hughes Aircraft Company.

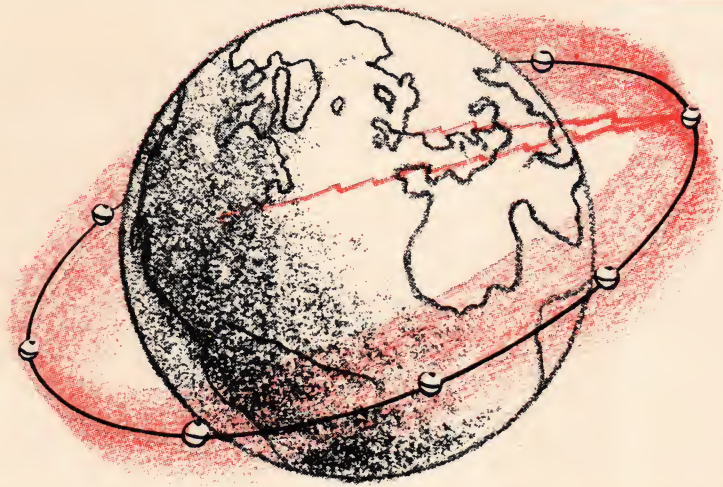
Senator Estes Kefauver as long ago as last March 6th pointed out the foolishness of giving space communication rights to anyone.

"Why should not this entire system be retained by the government as part of the public domain, for the time being, at least, for the benefit of the same taxpayers who have made the system possible?" he asked.

Kefauver, and others, argued that the system could be given away anytime, that it would be difficult for government to take it back once it was in the hands of private industry, and that there was no rush for legislation as research and development would continue whether or not Congress passed a bill this year.

All arguments for a calm and in-





Communications system advocated in the program approved in bill which has passed Congress would require up to 40 satellites to assure effective operation.

telligent approach to obtaining the best type system under the most beneficial ownership arrangement were met with hysterical retorts such as one uttered by a member of the Administration team, who said:

"The race to establish a workable satellite communications system may even determine whether the world will speak English or Russian in generations to come."

Ironically, the comment seemed to indicate that the world would speak English on the low orbit in space, but that it would speak Russian on the high orbit, as Soviet hints in the area of space communications lead our scientists to believe they are working to establish the high orbit system.

That and other emotional comments during debate on the bill failed to substantiate any need for the United States to settle for an inferior system just to be first with a communications satellite system.

Opponents of the bill raised serious foreign policy questions concerning the private ownership of the satellite system. As passed by the House and approved by the Senate, the owning corporation is required to notify the State Department of international negotiations and the State Department is directed to notify the corporation of relevant foreign policy considerations.

Opponents maintain this amounts to a delegation of the conduct of American foreign policy to a private corporate monopoly.

Suddenly, although the private operations of American enterprise abroad have had disastrous effects

on our foreign policy in the past, an American firm is made a party to foreign policy negotiations in conjunction with the U.S. State Department. Private industry abroad has not always exemplified the best interest of this country over its own profit structure.

Everyone was reassured, however, by Attorney General Bobbie Kennedy that such objections were groundless. There were somewhat more than some raised eyebrows over the fact that the U.S. official charged with prosecuting our anti-trust laws was testifying in favor of a bill to give controlling interest in space communications to America's largest monopoly.

The official position of the AFL-CIO Executive Council was for defeat of the Kennedy communications satellite bill "unless drastic amendments are made which would protect the American people from a private monopoly."

The only member of the Executive Council supporting the satellite giveaway was Joseph A. Beirne of the Communication Workers.

The monopoly facts are firmly entrenched. AT&T owns and controls 98 per cent of the U.S. long distance service and virtually all overseas telephone service.

Small wonder then that opponents were concerned about a provision of the Administration bill which requires the government to use the AT&T system, even though the government may eventually own its own satellite system which could be used at a smaller cost.

Opponents contended this would,

in effect, provide a continuing subsidy to the private corporation, as the bill requires the President to see that all government communications will be channeled through the AT&T system.

Even proponents agreed that the government will be the major user of the system.

Opponents also argued provisions for FCC regulation of rates were insufficient safeguards of the public interest because the Federal Communications Commission "had never been able to state what was the rate base for AT&T and what is reasonable."

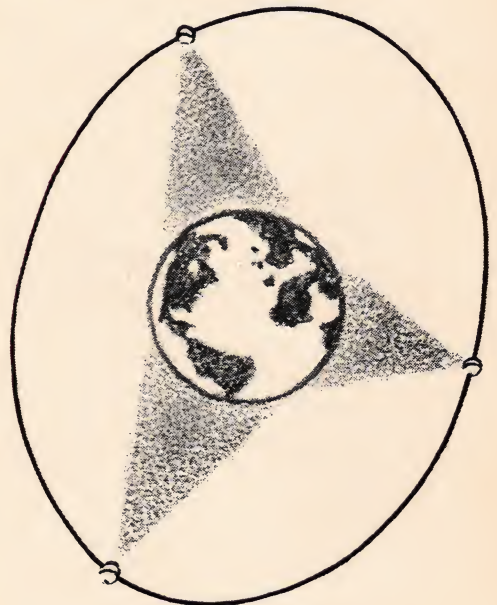
The measure does not allow an officer of the corporation to receive a salary from any other source than the corporation during his term of office. The fact that communication carriers are to be allowed to own stock in the satellite corporation requires an exemption from the anti-trust laws.

Protection of the public interest would require officers and directors of the owning corporation to be forbidden to have any direct or indirect financial connection with any communications carrier or equipment manufacturer, or supplier of the satellite corporation.

Senator Wayne Morse—seeking reelection and in trouble with the Democratic National Committee for opposing the Kennedy measure—put his finger on the monopoly aspect of the bill this way:

"Let the American people take note

**Proponents of high-orbit system maintain they could achieve effective global communications with only three satellites.**





that the reason for the pressure that is now on is for passage of a bill which involves an orbit satellite system at so-called low altitude, a system which will be obsolete almost as soon as the bill is passed. Yet, it will vest up there in space legal rights and legal interests to great monopolistic combines in this country, rights which it will be very difficult to upset except at high payment for compensation to the monopoly.

"Other private industries in this country will come hat in hand to this great monopoly to get the crumbs from the monopolistic table by way of contracts from the monopoly itself, if they want to participate in a satellite communications system."

Morse pointed out:

"In my judgment, AT&T, a monopoly, must not be confused with private enterprise, for a monopoly is not private enterprise.

"The private enterprise system rests upon the precious principle of competition. But under this bill, competition is choked to death by the monopolistic combine which is set up."

Louisiana Democrat Senator Long

took the press to task both for castigating those who dared oppose the Kennedy bill and "because of an almost complete blackout by newspapers, radio, and television, our citizens are not aware of the great public issues involved."

Senator Long continued:

"Instead of objective, unbiased information, we have been bombarded and almost overwhelmed with cliches, slogans, half-truths, and misinformation provided by the world's biggest private monopoly, the American Telephone and Telegraph Company.

"We have been subjected to lobbying activity the like of which I never thought possible. The AT&T, which controls the conventional means of communication, is attempting to gain control of the new technology to protect its monopoly position by eliminating the possibility of competition."

Long provided the senate with rate figures which although damaging to the merits of the bill were ignored by those voting for the measure.

There are approximately 60 long-distance connections to Europe now. The cost of three minutes telephone

time to Europe is now \$12 for three minutes.

The Hughes high orbit concept proposes 1200 channels, but even using only 40 of those channels, Howard Hughes testified he could cut the rate in half and still make a profit.

Further, Long pointed out, the great volume of business and the great profit is from long distance calls between New York and Los Angeles. Never during the discussions has the domestic possibility and the tremendous savings to the public been debated.

"That shows who drew up this proposal. Who would want to keep out domestic service? AT&T and its subsidiaries. They would be the ones who would not want to provide domestic service because they want the people to keep using their old, obsolete facilities which are on the books at the old rates," Senator Long declared.

Two gaping holes in proponents arguments for hasty passage of the measure were:

1. The urgency in passing the bill was a fraud by virtue of the fact that Telstar was put in orbit without legislation. Research and development

## Senator Calls for Probe

# Justice Department Taken to Task

A U.S. Senator has taken the Department of Justice to task for a sleight-of-hand trick in the administration of cases pending against Teamster President James R. Hoffa which the senator declares "calls for an immediate investigation by the senate judiciary committee."

Sen. Homer Capehart (R-Ind.) said in a senate speech:

I would like to bring to the attention of the senate . . . a matter which seriously affects the administration of justice, the cost of the administration of justice, and what may be a frustration of the intent of Congress as clearly expressed in a recently enacted statute:

"I refer to a law," he said, "which was signed by the President on July 28, which created a new judicial district known as the middle district of Florida. I would like to recite a chronology of events which clearly indicate that the Department of Justice is attempting to do

indirectly what the statute forbids directly."

The newly enacted law to which Capehart referred was one which set up a new judicial district in Florida. Previous to this act, Hoffa had twice been indicted in Florida's Southern District. The first indictment was dismissed on the motions of Hoffa's lawyers, and the second was set for trial October 15, 1962.

Later, another indictment was handed down in Nashville, Tennessee. On August 1, 1962, before the presiding judge in the middle district for Tennessee, a special assistant to the Attorney General stated in effect that there would be an order entered in the Florida proceeding deferring the Florida case.

Counsel for Hoffa was unaware of the pendency of such an order.

On August 6, 1962, the Chief Judge in the southern district of Florida did enter an order removing all cases from the docket in the

Southern district where Hoffa's trial was scheduled to begin October 15th.

As Senator Capehart pointed out on the senate floor, the judge in the original southern district had been actively engaged in the Hoffa case for more than a year and a half, acting on numerous motions which had come before him. He had conducted pretrial conferences. Hoffa's attorneys had spent "thousands of hours collectively in the preparation of this case, and undoubtedly, the government has spent an equal if not a greater amount of time in preparation of this case," Capehart pointed out.

"Three hundred thousand exhibits have been examined by attorneys for either side in the controversy. Hundreds of witnesses have been interviewed. The Department of Justice, as well as the postal inspection office of the Post Office Department has spent many count-



were in no way impeded because a bill had not been passed.

2. We generally concede that Russia leads the U.S. in the brute strength of its rocket boosters, but that the U.S. leads in scientific achievement. Former President Eisenhower reiterated this concept over Telstar itself when commenting on Russia's latest dual cosmonaut stint.

"The Russians have engaged in all kinds of spectaculars," Ike said.

Yet, in order to push the giveaway, the Kennedy administration is apparently willing to engage in a spectacular instead of holding out for the excellence American science has proved itself capable of in the past.

Following the successful cloture vote, the Administration legislative juggernaut really went into action. In one day the senate battered down more than 40 amendments, one which would have required all companies engaged in the program to abide by fair racial employment practices.

Some amendments were tabled in blocks of as many as 18 as the Administration Democrats rode rough shod. One amendment, to make it

easier for local telephone companies to buy voting stock otherwise reserved for big common carriers, was killed 50-29. Senator Long, its sponsor, said it was endorsed by 3500 small phone companies.

At one point, Senate GOP Leader Everett Dirksen referred to the en bloc tabling as "mass production."

He was corrected by Senator Morse who called it "mass execution."

Senator Long came pretty close to putting the entire issue into perspective in an exchange with a co-opponent, Sen. Douglas, of Illinois.

Said Senator Long:

"Suppose the senator wanted to call somebody in Europe. He would have to wait until next week when the satellite was between Andover, Me., and Germany. It would not be in position until then, and then only for 10 minutes. If it came over at 7:30 in the morning and the senator was a late sleeper, he would not be able to get up in time to make the telephone call. He would do better by relying on the pony express, or he might get the message there quicker if he used an ocean-going turtle."

## • Texas Resolution

As *The International Teamster* went to press, the Texas State AFL-CIO executive board was considering a resolution "to explore all possible avenues to bring Texas Teamsters back into the Texas 'House of Labor'."

The story began when Desmond Barry of Houston, Tex., a well-known anti-union trucking operator, addressed the Texas COPE convention being held in conjunction with the state AFL-CIO meeting. Barry, a Republican, was one of several Congressional candidates who spoke. He took the opportunity to push a vicious attack against the Teamsters Union, upholding his reputation as a labor-baiter.

M. W. (Dusty) Miller, director of the Southern Conference of Teamsters, was present as an invited guest. He asked for an opportunity to reply to Barry's scurrilous remarks, received the permission, and spoke briefly.

The upshot was that a convention delegate—angered by Barry's unfairness—proposed the readmittance resolution. The convention sent the idea to the executive board.

## for 'Circumstances' in Hoffa Cases

less hours in preparation.

"It now appears that unbeknown to the judge to whom the case had been assigned, the trial may not take place as scheduled or before the judge presiding over this trial."

In regard to the prediction in Tennessee that the Florida trial would not go on as scheduled, Capehart told the senate:

"The inference is inescapable that consultation had occurred between Department of Justice attorneys and the courts so that the special assistant to the Attorney General could predict with such amazing accuracy that such an order would be entered."

Capehart then pointed out the violation of the law:

"Among the reasons stated by the Department of Justice attorneys on August 1 was that there would be some jurisdictional and administrative problems caused by the creation of the new district.

"That such a statement is frivolous," Capehart declared, "is made manifest by the fact that this Congress has, by its act, provided adequately for the creation of new districts in the federal courts."

The law provides that whenever a new district is created "prosecution for offenses committed within such district . . . shall be commenced and be proceeded with the same as if such new district or division had not been created, or such county or territory had not been transferred unless the court, upon application of the defendant shall order the case to be moved to the new district or division for the trial." Said Sen. Capehart:

"The effect of the existing order is to put litigants to the expense involved in reinterviewing witnesses for the trial, in reparation of the cases, that have already been prepared, the loss of the time already consumed in the cases. The

assignments to a new judge would mean that the judge would have to acquaint himself with the very complex legal questions which have already been analyzed by the presiding judge.

"Serious charges have been made concerning the 'over-reaching' by attorneys representing the Department of Justice in this matter; that the chief judge of the Fifth Circuit Court of Appeals had been contacted by Justice agents in an effort to influence the rescheduling of this trial. The surrounding circumstances call for immediate investigation by the Senate Judiciary Committee," Capehart declared.

He pointed out that the law surrounding creation of new judicial districts was so drafted as to give orderly administration of justice, for affording defendants and litigants for speedy trials, as well as the orderly adjudication of these disputes."



## Pest or Pessimistic?

# Nation Left to Guess After Kennedy Talks Taxes

SLIPS of the tongue often reveal the true frame of mind.

The latest, most noteworthy example of this occurred when President Kennedy delivered his network statement on the nation's economy last Aug. 13 with the skill of a television weather announcer.

Complete with charts of "highs" and "lows" on the condition of our national worth, JFK may have slipped his innermost thoughts very early in the address when he started to say, "Pessimistic predictions to the contrary . . ."

Instead, it came out, "Pesty—pessi-

mistic predictions to the contrary . . ."—leading the listener to wonder whether the President felt that those who disagreed with his economic interpretations were pests. Then one began to ponder: Was he more conscious of economic pests or political pests?

The President's TV delivery showed he was in the mood of the big gambler who doesn't want to be bothered by kibitzers sidling up to the high stakes game. He never smiled.

But he certainly gambled. Economically, he was betting that some of the nation's brainiest, most experi-

enced economists were in error. Politically, he was betting that Congress would give him a chance to win back some of our money next January.

Kennedy's ante was the force of public relations—say a thing often enough until it seems true—in his economic wager. He said our dollar sign was good, had been worse, could, should, and would get better. It was a fine ambition.

At the same time, he was throwing sand over his dismal record of congressional persuasion by avoiding further exposure to failure. This was necessary so that both the White House and its favorite Democrats would not be further embarrassed at the polls this year because of a defeated tax cut proposal.

A week prior to the time the President went on the air with his wiggly charts, one of his tax program advisors was quoted as saying: "We now have an excellent chance to pass a poor bill. We used to have a poor chance to pass an excellent bill."

Less than a week prior to his television talk, the President had lunch with organized labor's so-called respectable leaders. George Meany and 24 other members of the AFL-CIO executive board spilled their napkin secrets immediately—Kennedy would not seek an across-the-board tax cut because Congress would not approve it.

Capital observers were surprised when the President neglected to cancel his subscription to the *Washington Post* for publishing the following prognostication 72 hours before JFK's TV message:

"The President's explanation of his decision will be made all the more difficult because he can hardly go to the country and say that he would have asked for a tax cut but for the difficulty of doing business with a Democratic Congress.

"He is almost forced to make the weight of his argument on the economic issue, although it is widely agreed that the decisive factor is 'the



— I. B. T. NEWS SERVICE



legislative situation.’”

Such is the condition of Kennedy prestige in the halls of Congress. Like the stranger who walked out on the streets of Laredo one day, any visitor to Washington, D. C., can now find President Kennedy all wrapped in white linen and cold as the clay on Capitol Hill. If he has any legislative life left, it is committed to AT&T.

While the nation's chief executive was preparing his argument on the economic issue, Walter Heller, chairman of the Council of Economic Advisors, was double-talking a closed session of the House Ways and Means Committee.

In short, Heller told his listeners that business was likely to enjoy a continued period of modest upward movement or leveling off; while a slump could not be ruled out, the more optimistic forecast was the most “reasonable.”

William McChesney Martin of the Federal Reserve Board testified at the same closed-door session. Martin said the economy had not lived up to its expectations, *but that it was still moving along.* (Italics added).

#### A Sensitive Nose

At this point, people began to smell a rat. One of those with a sensitive nose was Leon H. Keyserling, one-time chairman of the Council of Economic Advisors. He testified before the same House committee, disagreeing with Heller's testimony.

Keyserling, perhaps remembering that Heller until recently had been an advocate of an immediate tax cut, said:

“I do not share CEA Chairman Heller's apparent view . . . that the fast rate of upturn during the first three quarters of 1961, or how much better we have done in recent years than in the 1930's, may have some bearing upon where we are now and what we should do.”

Keyserling went on to say: “. . . That profits are good and in many instances advancing; that funds available for investment are ample or even redundant, especially when cash-flow is taken into account; and that only unused capacities and deficient ultimate demand stand in the way of more ebullient investment.

“Under these circumstances, I might fairly construe Dr. Heller's continued support of still more tax concessions for investors as evidence of his proper

responsibility to keep in step with existing Administration policies.

“Meanwhile, I cannot understand why the Administration is still debating what kind of tax cuts we need, or even leaning toward a composition of tax cuts which would exacerbate the imbalances between investment in the means of production and ultimate demand by favoring corporations and high income individuals unduly, at the expense of those middle and low income consumers who spend for consumption a larger part of their after-tax incomes.”

Numerous economists agreed with Keyserling. Three of them—Paul McCracken of Michigan, Otto Eckstein of Harvard, and Joseph Pechman of the Brookings Institution—urged a prompt reduction of \$7-10 billion in income taxes.

Even foreign economists with no axe to grind favored a quick tax cut when testifying before a Senate-House Economic committee. Alan C. L. Day of the London School of Economics said it would seem “most unfortunate if no decision is taken to reduce taxes substantially and immediately.”

And then President Kennedy made his TV report to the country. Dissident economists held their noses and said little afterward. Political opponents jumped on the President for his funny charts that told only part of the story.

When Leon H. Keyserling, economist, testified before a House committee on the need for a middle and lower income tax cut, he said:

“If our average annual growth rate 1963-66 averages no better than during the past 9½ years, and I do not think that it will average appreciably better without drastic changes in national economic policies, we could forfeit \$290 billion of total national production, and suffer another 17 million man-years of excessive unemployment. Neither domestic nor world-wide conditions permits us to countenance even the possibility of such development. We must act, and act at once.”

One glaring example of JFK's stand was his tale of the Gross National Product. He hailed as an “indicator of recovery” increases of the GNP to a \$550 billion annual rate. However, he disremembered Commerce Secretary Luther Hodges' prediction last January of a \$565 billion GNP for 1962. (The National Industrial Conference Board predicted \$569 billion; the National Association

## National Brewery Division Meets



Wrapped in a discussion with General President James R. Hoffa at a recent San Francisco meeting of the National Brewery Division were, left to right, George Leonard, division director, Attorney J. P. McCarthy, Tony Ricci, secretary-treasurer of Teamsters Local 888 in San Francisco, and Hoffa.



of Manufacturers predicted a "conservative" \$555 billion.)

Kennedy bragged about unemployment decreases but forgot about the hundreds of thousands of jobless workers who, having exhausted compensation, simply withdrew themselves from the national work force in resignation. As Keyserling had explained to Congress, the nation's true level of unemployment was nearly 9 per cent of the civilian labor force. The Administration's figure was 5.3 per cent.

#### Share My View

The President said in his message on the economy that it was his belief that there was no "clear and present danger" of a crisis. He asked the public "to share my view that proposing an emergency tax cut—a cut which could not now be either justified or enacted, would needlessly undermine confidence both at home and abroad."

He might have added that a tax cut now also would undermine the Administration's plans for a whoop-tee-do "creative" tax slicing job to be offered Congress next January. The Kennedy plan included, as he said, a "long-needed tax reform and logic and equity demand . . ."

#### No Justification

Testimony on the state of the nation's economy a few days before the JFK telecast was graced at one point with a remark by an expert who unwittingly provided an epilogue to the President's optimistic economic dirge:

"Dawdling or delaying with respect to tax reduction has no justification, in the face of a chronic economic ailment which is now being confirmed rather than alleviated."

#### Timid Approach

If Kennedy's message proved anything, it was that the U.S. is afflicted in the economic sense and that the President refused to take anything other than a timid approach to a hostile Congress. Better to wait, he seemed to say, until conditions are truly rotten and Congress must legislate a cure in self defense. Then, too, things might get better.

It was such a big, brazen gamble that for the moment, it took all the pests off the John F. Kennedy back.

## 203 Member Invents Device For Locking Truck Stakes

Confront a resourceful Teamster with a problem and he's likely to prove the truth of the saying that necessity is the mother of invention.

At least Local 203 member, Lawrence E. Hovenkamp, 9818 South Hoover Street, Los Angeles, proved it by coming up with a U. S. patent on a device that locks the stakes of a stake truck to prevent theft. At the same time it makes possible conversion of the vehicle into a closed unit.

It all began when Hovenkamp, 25 years a Teamster, began to miss kegs of beer during the course of delivery. During his absence from the rig, stakes were quickly removed to gain access to kegs that were slated for unexpected departure to drier throats.

Not one to shrug his shoulders and accept thievery as part of a day's routine, Hovenkamp invented a system of hooks on a travelling bar underneath the frame of a stake truck for the purpose of locking in the stakes. If the stakes were locked in, he figured, they couldn't be pulled out while he was busy making a delivery.

Explaining how the patented device

### • Strike Victory

Teamsters Local 638 of Minneapolis won its 114-day strike at the Minneapolis *Star* and *Tribune* recently, coming out with a two-year contract guaranteeing substantial increases.

The membership ratified the agreement by a 5-to-1 ratio to accept a 15-cent hourly pay boost retroactive to last Jan. 1 and an 11-cent increase after the first year.

Tony Schullo, Local 638 secretary-treasurer, said the settlement was better than the proposal submitted by the union to the newspapers before the strike.

Besides pay gains, the new agreement provides for a pension plan of \$200 a month at the age of 60 for those with 20 years' service, an additional \$1.85 monthly toward hospitalization insurance, and a fourth week of vacation after 20 years' service.

Last but not least, the pact includes an attrition clause that promises job security for the newspaper drivers regardless of new procedures adopted by the company.

works, the resourceful driver said you simply pull one drawbar lever (it can be on either side of the vehicle) that locks all stakes. After that, padlock the lever.

The stake holder and the stake, when manufactured, must have a hole drilled in them so the hook will go into each one.

To release a rig's stakes, simply release the drawbar lever and the spring. All stakes are released simultaneously.

### Brakes for Towed Vehicles Prove Worth

Several states have laws pending to make it compulsory for any vehicle towed behind cars, station wagons, pickup trucks, and so forth, to be fitted with brakes. There are brakes on the market today whereby all the driver must do is brake his car as usual and the trailer will brake automatically.

A comparison road test at an air show and sports fair at Grain Valley, Mo., last July 4 showed the value of automatic trailer brakes. Two vehicles were used, each towing trailers with 1,000 pound loads. One trailer lacked a brake, the other had an automatic brake, called the Hart brake.

The test on a dry, hot, asphalt pavement showed that on a straight run at 25 miles an hour, the trailer with the automatic Hart brake stopped 23 feet sooner than the trailer without the brake. At 45 miles an hour, the Hart brake trailer stopped 75 feet sooner while the unbraked trailer jack-knifed.

On a curve test at 30 miles an hour, the trailer with a brake halted at 28 feet while the other trailer stopped at 44 feet in a complete jack-knife.



## Newspaper Set Right

### Teamster's Dander Results in Letter Revealing Drivers' Attitude Toward Safety

Daily newspapers across the nation would change their tunes about a lot of things if every Teamster Union member did what Bro. James P. Cook did recently.

Cook, a member of Local 215 in Evansville, Ind., got angry when he read a certain derogatory story that appeared in the July 17 edition of *The Evansville Press*, a link in the anti-union Scripps-Howard chain of dailies.



James P. Cook

Cook got so angry he sat down and wrote a letter. He addressed it to the writer whose name was by-lined under the offensive story.

It was such a masterful rebuttal that when General President James R. Hoffa saw a copy of it, his first reaction was to say that "we owe him (Cook) a letter" of gratitude.

Cook's 1,500-word letter was prompted by a story entitled, "Bumper Tag' is Fun Game for Truckers." The story ridiculed truck drivers, particularly in the matter of road safety. Readers were left with the impression that truck drivers devote their time to playing "Bumper Tag," and a fictional game called "Detroit Chess."

Understandably, Cook took the silly story apart paragraph by paragraph. He began by pointing out, "I drive (professionally, if you please) for one of the better truck lines." He said the company's safety program was excellent and continuous to the extent that drivers were always being alerted to seasonal road hazards and so forth.

"It is not amusing," Cook wrote on behalf of truck drivers everywhere, "to be out on the open road taking chances on our own lives to overcome the dog-eat-dog mistakes of motorists less conscious of highway safety."

Regarding "Bumper Tag," and "Detroit Chess," Cook said he had never heard of such games.

He added: "We sharpen our wits all right—but by breathing, eating, sleeping, thinking safety . . . The company preaches courtesy to us, too, but that comes from within. It is generated by a desire to lift people up when they are down. By a desire

to live by the golden rule. By a desire to have a smile in your heart. By a desire to be thoughtful of other people . . .

"In every group there are some bad ones, and one rotten truck driver can create more bad public sentiment than a whole fleet of good drivers can build up in a long period of time."

Cook added, "The same holds true for columnists." The Teamster explained that he read the editorial page daily and reads some truly great columnists as a result, but he thought the victim of his wrath was not one of them.

Cook discussed the road queue the anti-truck driver writer had complained about. Again for the drivers, Cook wrote:

"We would much rather have the queue in front of us where we can watch out for the obnoxious way most people drive. The queue is formed by the kind of driver who passes where he had no business passing and not holding the pace. The first little crooked place he sees in the road, he has no idea whatsoever at what rate of speed his vehicle will take that curve, so wham!—he hits the brakes, and pow!—the truck has to almost burst his air lines to keep from running over the ignoramus."

Cook explained more about the queue:

"When a truck has been slowed down, it takes miles to build its speed up again, and after getting around that curve or over that hill, the people in the queue show about as much judgment as a Pygmy that never saw a highway or a motor-driven vehicle before.

"They have no idea when it is safe to pass so they follow the front vehicle miles and miles, having dozens of chances to pass but never using them because they do not have the driving ability to realize it is safe to pass."

Cook went on to discuss "Tailgating" for the uninformed newspaperman:

"Tailgating is against the law and the only time a safe and courteous driver does it is when he is forced to do so . . . such as in the case of a heavily-loaded driver who will not help a faster moving, lighter-loaded truck pass."

The Teamster from Evansville also pointed out that some states have laws prohibiting truck drivers from signaling motorists that it is all right to pass.

One thing that really ticked Cook was:

"It's funny (or is it?) you didn't mention all the lives truck drivers have saved or all the motorists they have helped out of trouble or all the bone-chilling hours they have spent on the road at night warning people in person of the danger around that curve or over that hill."

Cook said that contrary to the silly article, truck drivers do not add up game "points" at truck stops. Rather, they try to get enough energy out of the poor food served at most places so they can get home again and enjoy a good meal.

Concluded the member from Local 215:

"I like to drive a truck and am proud of it. It pays me the highest rate of pay (thanks to Jimmy Hoffa) of any middle class citizen in this free democratic country of ours.

"And believe it or not . . . we get a pat on the back once in a while too, from nice people, good people, important people."

So spoke a Teamster in a letter to a journalistic hack. Better that more trade union members from the spectrum of organized labor would so speak to newspapers.

## • Labor Under JFK.

Prof. William Gomberg of Pennsylvania University, a union organizer-turned-professor, voiced the opinion recently that labor relations under the Kennedy Administration are "unenlightened and frustrating."

Said Gomberg: "The young intellectuals around Kennedy are trying to fit labor into a Procrustean bed, as if to construct a model of how labor should function. The labor movement finds the attempted 'dictatorship of the intellect' as distasteful as the attempted 'dictatorship of the proletariat.'"

The professor echoed the feelings of the Teamsters Union when he noted also that both labor and management are dissatisfied with governmental intervention in collective bargaining.



# DRIVE

## *goes to a Party*



# Goal:

**A party in 10,000 precincts, building  
neighborhood political action committees.**

## Party Packet

This packet contains 15 form invitations and 15 Membership Pledge Cards for use in your DRIVE Flip Chart Party. Simply detach the invitations and they're ready to be filled in, stamped and mailed. You can collect the membership applications, and mail them in the self-addressed, no-postage envelope to DRIVE headquarters.

Last card in the packet is the PARTY REPORT, which you will fill out and mail to DRIVE headquarters. No postage is necessary. There's also a card reminder to telephone your guests just before party time . . .

**you want everybody on time . . .  
when**

**DRIVE** *goes to a Party*

Party Packet contains printed invitations, membership pledge cards and suggestions for hostess on how to prepare for DRIVE party.

DRIVE, the Teamsters Union political and legislative arm, has embarked on a unique campaign to create enthusiasm for political planning and to build neighborhood DRIVE committees.

Teamster wives throughout the nation are being encouraged to sponsor neighborhood parties, at which the DRIVE program for registration, getting out the vote and backing friendly candidates through precinct action is explained.

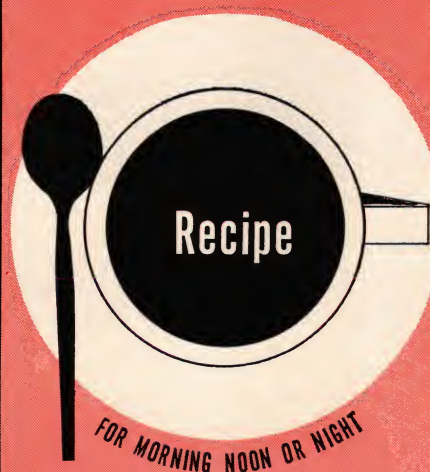
The DRIVE action plans are outlined for party guests through presentation of a colorful flip chart, with accompanying phonograph record. Together, the chart and record take the guests on a 16-minute, look-and-

**The International Teamster**



You'll find it's fun to mix pleasure and politics.

DRIVE is bi-partisan when it comes to political parties . . . but your neighborhood party mixing pleasure and precinct politics is strictly "partisan" for fun and inspiration!



### *Drive goes to a Party*

A "can't miss" recipe for fun and excitement:

Mix a dozen or so Teamster wives in a neighborhood home . . .

Add coffee and cookies . . . or ice cream and cake . . .

Stir in gently the need for political interest among Teamsters' families to protect jobs and homes . . .

Top off with a 16-minute presentation on how DRIVE can do a job in your neighborhood . . . using DRIVE's colorful and informative Flip Chart and record . . .

### HERE'S HOW!

- invite Teamster wives, daughters, mothers in your neighborhood over for coffee or other refreshment.
- Arrange through your Teamster local union DRIVE or DRIVE Ladies Auxiliary for use of the convenient, easy-to-handle Flip Chart and Record.
- Familiarize yourself with the easy instructions for presenting the chart before the "company" arrives.
- Now sit back and enjoy yourselves . . . have fun while you learn about DRIVE's neighborhood action plan.

### DRIVE Party Hostesses

will receive as appreciation gifts from DRIVE an attractive set of bronze finish coasters, with embossed DRIVE emblem. Each coaster has exclusive drip-proof inner ring and is footed.



These pages from "DRIVE Goes to a Party" folder tell how easy it is to be a party hostess—and the benefits to be gained.

see visit on how a typical neighborhood committee puts its program into action and pushes it to victory.

DRIVE Director Sidney Zagri said the department is aiming for 10,000 precinct parties before the November elections.

To promote the parties and assist in planning them, an eight-page folder, "DRIVE Goes to a Party," has been prepared and is being mailed to local union and DRIVE Auxiliaries. Included in the folder is a "party packet," which contains invitations, membership card pledges and a no-postage-required "party report" card to be filled out by the hostess.

DRIVE is offering a set of bronze-finished coasters with the DRIVE em-

blem embossed on them to each Teamster lady sponsoring a party. Door prizes also will be provided for guests.

The flip chart to be used contains 28 sheets, each with an illustrated "message" regarding the DRIVE program. While the easy-to-turn pages are flipped back, the phonograph record, narrated by professional announcers, carries the story.

Measuring 14 inches wide by 20½ inches high, the flip chart, with its spiral binding, makes a simple-to-present display for comfortable viewing by anywhere from ten to twenty guests. The record can be played on regular 33⅓ rpm phonographs.

The simple DRIVE party formula:

A Teamster wife invites in a dozen or so friends; she sets up Flip Chart and gets record ready for playing, and the ladies follow a 16-minute presentation which tells how they can play vital roles in the exciting drama of politics right in their own neighborhood. Then, light refreshments are served by the hostess, and the ladies discuss how they can become active in the DRIVE program. Each is encouraged to pick a special field of volunteer work in which she is most interested.

Copies of "DRIVE Goes to a Party" can be obtained by writing to DRIVE, 25 Louisiana Ave. N. W., Washington, D. C.



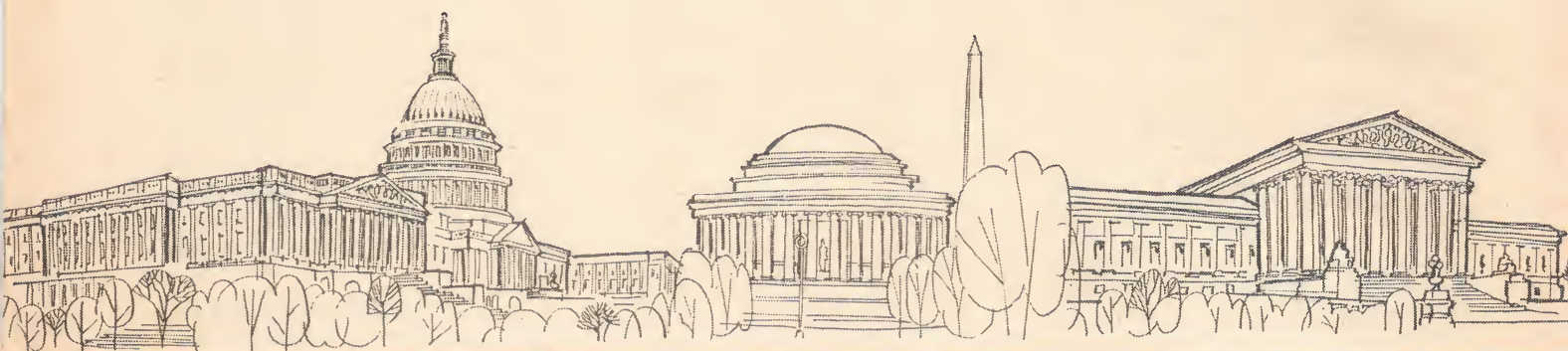
Washington's tomb was one of the historical points of interest seen by the visiting Teamsters.



## *COUPLES STROLL WASHINGTON* **RED CARPET**



Shown here with General President James R. Hoffa, Mrs. Hoffa, and their son, Jimmy, Jr., in the executive board room at the International Brotherhood of Teamsters headquarters at Washington, D. C., are (left to right): Bert Larkin of Local 241, Mrs. Larkin, Mrs. Mossberger, Robert Mossberger of Local 17, Mrs. Hochstetler, a former member of Local 670, Glenn Hochstetler of Local 324, Mrs. Hoffa, General President Hoffa, Jimmy, Jr., Sol Rabinow of Local 640, Mrs. Rabinow of Local 495, Mrs. Garcia, and Manuel Garcia of Local 150.





It was an experience they will never forget.

There were five Teamster couples, all winners of expense-paid trips to Washington, D. C., chosen by lucky lot at recent "Jo Hoffa" banquets under the auspices of DRIVE.

From July 30 through Aug. 2 they visited the International Brotherhood of Teamsters headquarters, met General President and Mrs. James R. Hoffa, talked with their Congressmen and Senators, had a big party thrown in their honor, and carried home unusual mementoes of American flags that had flown on the Capitol dome.

Making the trip to Washington, D. C., and squired about by DRIVE Director Sidney Zagri and staff were:

—Mr. and Mrs. Sol Rabinow of El Monte, Calif. He is a member of Teamsters Local 640 and she belongs to Teamster Local 495.

—Mr. and Mrs. Bertrand Larkin of San Francisco, Calif., where he belongs to Teamsters Local 241.

—Mr. and Mrs. Glenn Hochstetler of Salem, Ore. He's a member of Teamsters Local 324 and she's a former member of Teamster Local 670, both in Salem.

—Mr. and Mrs. Robert Mossberger of Golden, Colo. He is a member of Teamsters Local 17 in Denver.

—Mr. and Mrs. Manuel Garcia of Sacramento, Calif., where he belongs to Teamsters Local 150.

The General President made a short, informal talk as he and Mrs. Hoffa presented American flags to the politically-conscious Teamster couples, reminding them of the need for political education and complimenting them for their interest in DRIVE.

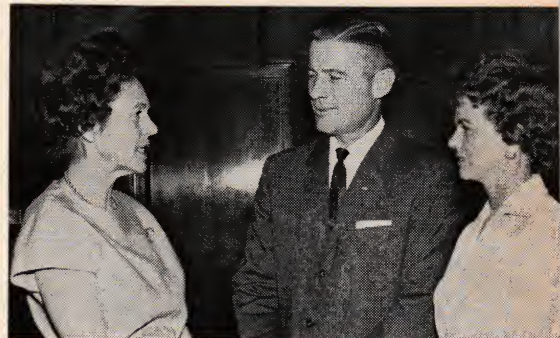
Congressmen and Senators were button-holed by the Teamster couples as the grass-roots representatives watched the legislators at their work.

When not at the International headquarters or meeting the Senators and Congressmen, the DRIVE group viewed such national landmarks and institutions as Mount Vernon, the Tomb of the Unknown Soldier, the White House, Supreme Court chambers, and the Lincoln Memorial.



John Sheridan (left), Western Conference of Teamsters DRIVE director, introduced Sen. Homer Capehart (R-Ind.) to Mrs. Mossberger while Robert Mossberger (with camera) and Mrs. Garcia waited.

Sen. Maurine Neuberger (D-Ore.) greeted Mr. and Mrs. Glenn Hochstetler of Salem, Ore., (right) in the Senate reception room.



Sen. Thomas Kuchel (R-Calif.) (below) spoke with Mr. and Mrs. Manuel Garcia of Sacramento, Calif. (right) during a tour of the Capitol building.



Mr. and Mrs. Bert Larkin of San Francisco (left) were introduced by Western Conference DRIVE Director John Sheridan to Sen. Wayne Morse (D-Ore.).



General President and Mrs. James R. Hoffa (below) presented an American flag to Mr. and Mrs. Sol Rabinow of El Monte, Calif., in a ceremony at the International Headquarters. Each of the visiting Teamster couples received American flags that had been flown on the Capitol dome.







## Business Agent Dies on the Job

Dan R. Holgate, business agent for Teamsters Local 81 in Portland, Ore., died recently while in the process of handling a member's grievance. He suffered a coronary occlusion.

Holgate has been business agent for Local 81 for more than four years. He also served as trustee of the Local Union for three years. A member of the IBT more than 25 years, he also had belonged to Locals 162 and 305 at one time.

## Officer Killed in Car Wreck

Ray Scharf, secretary-treasurer of Teamsters Local 982 in Lancaster, Calif., was killed recently in a head-on car wreck. Scharf, 37, was en-route to a Los Angeles meeting when the accident occurred.

Scharf, noted as a rising young union official, also was active in politics. Last June he was elected to his county's Democratic Central Committee.

## Einar O. Mohn To Committee

Einar O. Mohn, IBT Vice President and director of the Western Conference of Teamsters, recently was appointed by Calif. Gov. Pat Brown to serve on the Governor's Committee on Automation and Technological Developments.

Four other appointees from labor were also named to the 24-member committee. The committee was charged with exploring "industrial trends of the future and anticipating the skills needed, 5, 10, or 20 years from today."

## William Latal In Retirement

William Latal, the only man to hold the presidency of Teamsters Local 688 in St. Louis, Mo., recently retired from the post after a quarter-century of union participation.

Latal, 68 years old, was a charter member of Local 688 and had served as president since 1949. He was one of the leaders in the union organizing campaign at the Brown Shoe Co., in 1937, and subsequently helped lead the Local to the Teamsters in 1948.

John Nabor has replaced Latal.

## Pioneer Story Of Teamster

If there's a candidate for the hall of fame in over-the-road transportation of freight, it is John L. Keeshin.

Once a charter member of Teamsters Local 703 in Chicago (Sept. 4, 1907) and now an honorary member of Teamsters Local 705 also in Chicago, Keeshin is the owner of his own transport system today in the midwest.

Always a controversial figure in trucking, Keeshin played a major role in establishing the organization that

later became the American Trucking Association. He helped prepare the Motor Carrier Act of 1935, and was the first to prove that long distance trucking could deliver goods from the West Coast to the East Coast faster than railroads.

The late President Franklin Roosevelt asked Keeshin's aid during World War II and at one time assigned him the job of moving freight over the jammed Burma Road.

One of his latest projects was to advise the Spanish government regarding truck reefer movement.

## William Hicks Dies in Chicago

William M. Hicks, long-time secretary-treasurer of Teamsters Local 772 in Chicago, Ill., died recently following an illness of two months.

Ray Schoessling, president of Teamsters Joint Council 25 in Chicago, described Hicks' death as a great loss not only to Local 772 and the Joint Council but to the IBT in general.

Hicks became a member of Local 772 in 1926 and two years later was named business agent. In 1944, following the death of the then secretary-treasurer, Hicks was named to complete the unexpired term. He was elected to the office in 1946 and served continuously from that time to shortly before his death when he resigned because of ill health.

Hicks also was recording-secretary of Joint Council 25 since 1954 and secretary-treasurer of the National Miscellaneous Conference of Teamsters since 1952.

## Local 327 Helps Hospital Fund

Members of Teamsters Local 327 in Nashville, Tenn., recently contributed \$2,400 toward a building fund for development of a new \$3 million medical facility.

Edward Smith and Ewing King, Local 327 secretary-treasurer and president respectively, were shown plans and models of the projected 150-bed hospital when presenting the contribution.

## Freight Tonnage Up 13 Percent

Intercity freight tonnage hauled by truck in the first half of 1962 was 12.9 per cent over volume for the same period in 1961 according to the American Trucking Associations, Inc.



# WHAT'S NEW?

## KEEP 'EM ROLLING, ON THE HIGHWAYS

### Bucket Seats For Fleet Cars

Greater durability and safety are claimed for new bucket seats for Ford Galaxie and Fairlane passenger cars used for police work or other fleet operations. Produced in Milwaukee on special order, the bucket seat features poly-urethane foam cushions, reinforced steel seat pans, 7-in. forward and back adjustment, and easy back-angle adjustment.

• • •

### Crankcase Ventilation Valve Prevents Smog

Designed for installation in 1963 cars is a crankcase ventilation valve that is designed to cut down smog-causing crankcase emissions. This is accomplished by channeling unburned blow-by gases back to the intake manifold. From there they pass into engine combustion chambers for re-burning. In the simple installation the valve is connected to the intake manifold with an elbow and reducing bushing. A hose, connected between valve and adaptor, replaces the road draft tube at the crankcase.

• • •

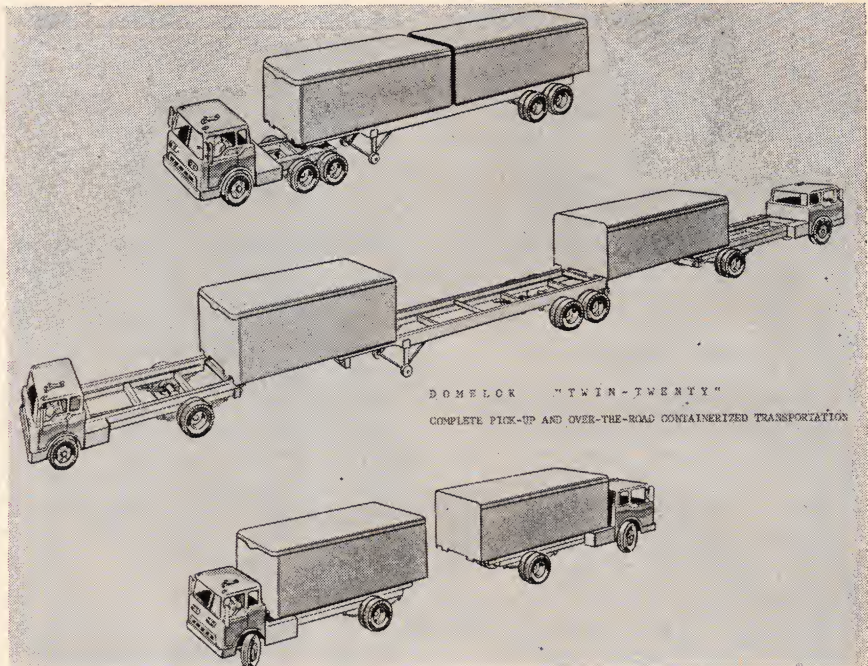
### High Resistance of Blind Nut Plate

A nationally-famous manufacturer has announced a one-piece blind nut plate with more than twice the torque-out resistance of standard. This new design features a hexagonal shank and can be used anywhere that hexagonal holes can be punched.

• • •

### Wire Reinforces Heavy-Duty Tires

A nationally-known tire firm is marketing a re-tread material for off-highway and truck tires with shredded-wire undertread. Touted as reducing tire replacement costs on heavy equipment by lengthening tire life, the material is made of natural rubber gum combined with shredded wire.



It's an old cliché that good fortune often masquerades under the guise of adversity and that a difficult situation, met squarely and with a firmness of purpose, can be turned to advantage. I refer particularly to the inroads made in the last few years by the railroads into the trucking industry. The ability of the trucker through mechanical ingenuity and operational "know how" has carried our industry forward through more than four decades of change and progress.

The floating Domelok Container System is the latest answer to this new challenge of piggybacking. Since it is apparently here to stay, let's take it off the rails and put it back on the highways and into the hands of the trucker from whence it came. The system offers the transportation industry the simple, inexpensive mechanical advantage in freight handling and distribution that it **MUST HAVE** to **MATCH** and **BETTER** competitive modes of transportation.

You will note that the system eliminates the necessity of specialized yard equipment of any kind. The **DRIVER OPERATES ALL** phases of this system automatically, from two Domelok Containers line-hauled on one 40 foot chassis to the **FAST AND SIMPLE** split into two city truck vehicles for city delivery, thus freeing the 40 foot chassis for immediate turn around.

In addition to the obvious service advantages, this innovation will guarantee highway tractor-trailer equipment up to 50% more miles per month.

Further, nationally known manufacturers from coast to coast are accepting the Domelok Container System for inter-plant transportation and are expanding their use of containers. Thus the entire concept of specialized freight handling is powered, carried, and completely contained within the length and breadth of the motor truck and semi-trailer, the familiar bread and butter tools of our industry.

### Light, Durable, Cheap Fiberglass Fenders

Lightweight and durable is a line of fiberglass fenders that come in both standard and custom colors. Offered

in dual tandems, duals and stubbys, they feature a number of advantages. For example, the dual tandems are made in two pieces, bolted to a center mounting bracket. This dampens vibration, reduces "whip" and cuts replacement costs.





# LAUGH LOAD

## Sound Reasoning

A man went into a pet shop to buy a parrot. All the parrots were gone. The clerk suggested buying a woodpecker instead.

"Well, can he talk?" asked the man.

"No, but if you dig the Morse code, he'll give you a lot of fun," the clerk replied.

## Very Cutting

Smith looked angry. "I've been robbed," he growled. "I answered an advertisement which said, 'Send two dollars for an ingenious instrument which will halve all your household bills.' I sent on the two bucks."

Brown showed interest. "And what did they send you?" he asked.

"A pair of scissors," hissed Smith.

## So Nice of Them

Smith was explaining his financial situation to his rather scatter-brained wife.

"It's got to the stage where the bank is returning our checks," he complained.

"Isn't that sweet of them?" came the reply. "You wouldn't have believed that there was so much kindness in the world, would you?"

## Thanks So Much

A storekeeper in a small town was standing in front of his shop one afternoon when he saw a car rolling slowly down the street. He noticed with horror that there was nobody in the drivers seat. He ran to the car, jumped in and pulled back the emergency brake.

As he stepped out, feeling a little proud, a man walked up to him. "Well," said the storekeeper, "I stopped it."

"Yeah, I know," said the man "I was pushing it."

## Fore and Daft

Two golfers were annoyed by a slow couple in front of them, obviously new to the game. At one hole, there was a particularly long wait. One of the offending couple dawdled on the fairway while his companion searched industriously in the rough.

"Why don't you help your friend find his ball?" one shouted.

"Oh, he's got his ball," the dawdler replied blandly, "he's looking for his club."

## Confidently Looking Ahead

Two grandmothers were bragging about their grandchildren, and one, quite impressed, asked the other:

"How old are your grandsons?"

"Well," replied the other with great personal pride, "the doctor's two and the lawyer's four."

## Just Suspicious

Boss: "What makes you think you made a mistake in hiring that new freight handler?"

Personnel Chief: "Something's very suspicious. Notice that every time he puts a carton in the trailer he stops to wipe his fingerprints off it."

## That Figures

The college freshman had pestered his father, insisting on a new car. On a visit, his father pointed out the ancient vintage of the cars in the campus parking lot.

"But, Dad," the lad protested, "those cars belong to the faculty."

## He Was So Right

"Does your husband live up to the promises he made during his courtship days?"

"Always. In those days he said he wasn't good enough for me."

## Young Gallant

The young lady eyed her escort with disapproval. "That's the fourth time you have gone back for more punch, Albert," she said coldly. "Doesn't it embarrass you at all?"

"Why should it?" the young man shrugged. "I keep telling them I'm getting it for you."

## New Approach

A wife pointed to her husband stretched out in the hammock and explained to her friend:

"Fred's hobby is letting the birds watch him!"

## Good Cause

At a picnic, one of the judges read out loud the list of names of the winners, saying, "Mrs. Stewart won the ladies' rolling pin throwing contest by hurling one 75 yards."

"And Mr. Stewart won the 100-yard dash."

## As Advertised

Customer: "This clock I bought from you loses 15 minutes every hour."

Clerk: "Didn't you see the sign '25% off' when you bought it?"

## Oh Fine

A seemingly stupid young fellow was being bullied in cross-examination. "Do you ever work?" demanded the attorney.

"Not much," the witness replied.

"Is your father regularly employed?"

"Nope."

"Isn't it true that he's a worthless good-for-nothing, too?"

"I don't know about that," said the witness. "But you might ask him. He's sittin' there on the jury."

## Call That Fishing?

Lugging a huge fish, an angler met another fishing enthusiast whose catch consisted of 12 small ones. "Howdy," said the first man as he gingerly laid down his fish and waited for a comment.

The other fellow stared for a few moments, then calmly responded, "Just caught the one, eh?"



# FIFTY YEARS AGO

in Our Magazine

(From the September, 1912, issue of The Teamster)

## Out the Window

Union organizers have a pretty thankless existence and must be excused if they look so somber most of the time. But occasionally they are involved in some pretty funny situations that help to lighten their cares. We thought our readers might get a chuckle out of the experience of an organizer named Emmett T. Flood. Here is the yarn just as it appeared in the September, 1912, issue of our magazine.

"Labor organizers frequently have same queer experiences. Emmett T. Flood, a general organizer of the AF of L, through an error, once saved himself from a severe drubbing.

"It was in Chicago, during the garment workers' big strike. A Committee had secured a proposition from the employers which the strikers denounced and refused to accept. They were of foreign extraction and could not speak any English. Flood was deputed to go to the Hebrew Institute, where a meeting of the strikers was being held, and present the proposition. After he had presented it and it was interpreted, it was denounced on all sides and Flood along with it.

"At this juncture Flood held the paper up and said, 'Well, what are you going to do about it?' when one German got up excitedly and said, 'Ich machein forschlag das man dem organizator jum feuster raus schmersin soll' and imme-

diately all hands went up in favor of the resolution."

"Flood was surprised and thought he had so captivated them into voting for the proposition that he, too, became excited and rushed out of the hall, down to headquarters and reported that the hall he had attended had carried it unanimously, and he couldn't understand why it hadn't been carried in the other halls.

"Later a striker from the Hebrew Institute came to the LaSalle street headquarters and reported that the resolution that was unanimously carried was to throw Flood out the window if he didn't leave at once, and Emmett's hasty exit saved him a possible more hasty leave taking."

## President Speaks Out

In an editorial, President Tobin expressed his sympathy for the pressmen of Chicago who lost their strike. In spite of these setbacks to the workingman, our late president noted that generally things are much better for the workingman than they were 25 years ago.

"Very true," Tobin observed, "the trusts are making it more expensive to live, and perhaps the home of the worker is not as abundantly supplied as it was a few years ago, but we must all admit that the average individual of our acquaintance is living a little better life than formerly; that is, the home is different and the general appearance of the family is more dignified and elevated than twenty-five years ago, even though the cost of living has increased."

On his editorial pages President Tobin also reported on a practice that was rampant 50 years ago but has, fortunately, been lost through the years. That was the practice of workers to flock into a union when they had a disagreement with management and went out on strike. But as soon as the strike was settled, they would leave the union to avoid paying dues. Here is how our General President described this practice.

"The Mine Workers have added about 50,000 members to their general membership roll as a result of a settlement of the strike in the anthracite fields. The men in the anthracite district rush into the union just as soon as a strike is talked of and continue in the union while



the strike lasts, but as soon as the strike is over they fall by the wayside. This is also true of other industries, such as the shirtwaist industry in New York and the textile industry in the New England States. Many workers engaged at these industries hate to pay any dues when everything is running along smoothly."

## Consumer Speaks Up

As early as 50 years ago the American consumer was showing concern over packaging and labeling practices of some manufacturers. Congressman Campbell of Kansas introduced a bill in the House making it "unlawful for any person, firm, company or corporation to place upon the market in interstate or foreign commerce any product or products of manufacture, assembled and ready to use, without printing, embossing or stenciling the name and address of the manufacturer upon such article or commodity, providing that if it is impracticable to place such name and address on the article it shall be placed upon the label or package containing it."

The penalty for violation was a fine not exceeding \$1,000, or imprisonment for a period not exceeding six months. Congressman Campbell claimed that the effect of this bill would be to abolish the sweatshop, to stop the sale of prison-made goods in competition with the products of honest industry and also to aid in promoting health by preventing wearing apparel, food products, tobacco and cigars from being made under unsanitary and diseased conditions of the sweatshop.







Something  
New!



Something  
Special!

# Gifts of Distinction

**FOR THOSE JOINING DRIVE**

To show appreciation for support of its legislative and political education program, DRIVE — the Teamsters Union growing political arm — is giving handsome, gold-plated tie-clasps or ladies' pins to new subscribers to active membership.

The high-quality jewelry items are fashioned in the shape of a modern, over-the-road truck with the DRIVE

emblem inset with blue lettering. The design makes a handsome tie bar, with sturdy spring clasp.

Adapted for eye-catching wear as a ladies' pin, it makes an appealing item of costume jewelry.

Supplies of tie-clasps and pins are now being made available to local DRIVE organizations.

**Join DRIVE now...and ask for your appreciation gift of either the attractive tie-clasp or beautiful pin.**



You will also receive the **DRIVE Reporter**, the twice-a-month newspaper which tells the inside story of what is happening in the nation's capital and the state houses.

If you prefer, fill out the coupon below and mail with your \$3 active membership fee. You will receive by return mail your DRIVE membership card, your choice of tie-clasp or pin, and a full year's subscription to the **DRIVE Reporter**.

## DRIVE

25 Louisiana Ave., N.W., Washington 1, D.C.

Enclosed is my \$3 subscription for Active Membership in DRIVE. I understand I will receive a year's subscription to the **DRIVE Reporter**.

Please send the "appreciation gift" checked:

☐ Gold-plated tie-clasp

☐ Gold-plated ladies' pin

\_\_\_\_\_  
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(City)

\_\_\_\_\_  
(State)

Local Union affiliation \_\_\_\_\_